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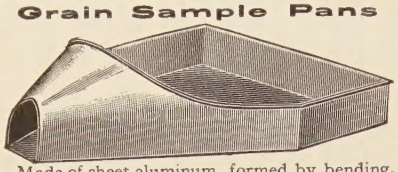

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CONSIGNMENTS FUTURES
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Ask for our special circular on
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B. C. Christopher & Co.
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1,500,000 Capacity

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We Have Real Selling Ability.
Use it for your Consignments.
W. S. NICHOLSON GRAIN CO.
Established 1896
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Mill Orders a Specialty
Consignments and Future Orders Solicited
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The last word in Consignment Service

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We carry the latest editions of the following cifer codes in stock and can ship immediately:

Universal Grain Code, flexible leather,	$3.00
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Riverside Code, 5th Edition " "	3.00
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315 So. La Salle St., CHICAGO ILL.

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Grain Commission Merchants
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Receivers, Shippers and Exporters
GRAIN, HAY and SEEDS
Give us a trial—We guarantee Satisfaction

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STEVENSON GRAIN CO.
201 NEW ENGLAND BUILDING
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Yes Sir
Anything Grain and Seeds
FOX-MILLER GRAIN CO.
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We buy and sell
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Your Consignments solicited—Personal attention—Quick Returns to all. Ask for Our Bids

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Thoroughly equipped to handle your shipments. Careful personal attention given each car.

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E. A. GRUBBS GRAIN CO.
Greenville, Ohio
Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and recleaned white oats.

Your Opportunity
is here. Now is the time to let the elevator man know you want his business. Advertise in the
Grain Dealers Journal

E. I. BAILEY
CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Millfeed
ASK FOR PRICES

THE GATES ELEVATOR CO.
Receivers and Shippers
Grain, Hay and Millfeeds
CLEVELAND, OHIO

Write Us H. J. Hasenwinkle Co., want your consignments for the Memphis market.

DON'T GO IT BLIND

OPEN YOUR EYES TO THE ADVANTAGES OFFERED BY

INDIANAPOLIS

Located Right. Railroad terminal for Western, Eastern and Southern Roads. Main Line Connections between the West and East guarantee prompt handling or transfer of grain.

By shipping to Indianapolis you get the benefit, not only of the local industries, but of the many consumers in adjacent territory who use the Indiana market to supply their needs.

The district just South and East of Indianapolis is growing fast, and providing additional business for a consuming center already great in size and food consumption.

We invite your critical inspection. Send for bids today to any of the following:

Merchants Hay & Grain Co.
Receivers and Shippers.

Kinney Grain Co., H. E.,
Receivers and Shippers.

Bingham-Hewett-Scholl Co.,
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Indianapolis Elevator Co.,
Public Terminal Elevator.

Shotwell & Co., Chas. A.,
Our Consignment Business in Hay and Grain is Growing Very Satisfactory.

Miller Grain Co.,
Grain and Hay.

Kendrick & Sloan,
Hay and Ear Corn Our Specialty.

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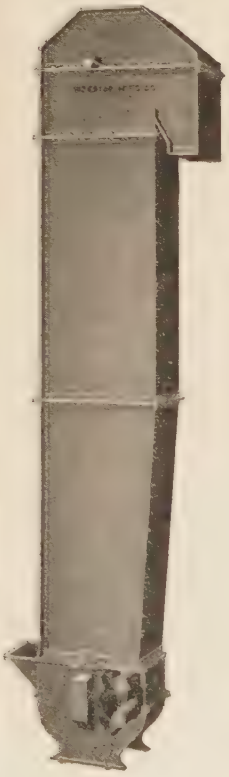
Urmston Grain Co.,
Commission and Brokerage.

Minor, B. B.,
Receiver and Shipper.



WEBSTER ELEVATORS

and

CONVEYORS

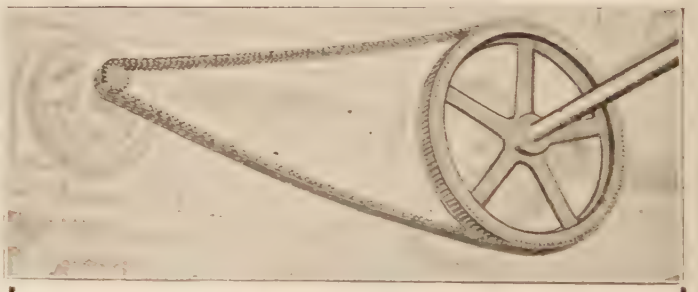
Have Been the

STANDARD of QUALITY

for Forty Consecutive Years of Service to the Grain Trade. Are you using Webster Equipment?

The Webster Mfg. Company
TIFFIN, OHIO

CHICAGO (133) NEW YORK



Silent Chain Drives
— for —
Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make AMERICAN HIGH SPEED SILENT CHAIN DRIVES the ultimate solution and afford the final overcoming of your power transmission problems.

NOISELESS — COMPACT — POSITIVE — EFFICIENT

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

Write for list of complete Grain Elevator installations and a copy of our Catalog No. 100.

American High Speed Chain Company
Commercial Drive Division
1101 Transportation Building, Chicago, Ill.
Factory—Indianapolis, Ind.

Superiority Acknowledged by Imitation

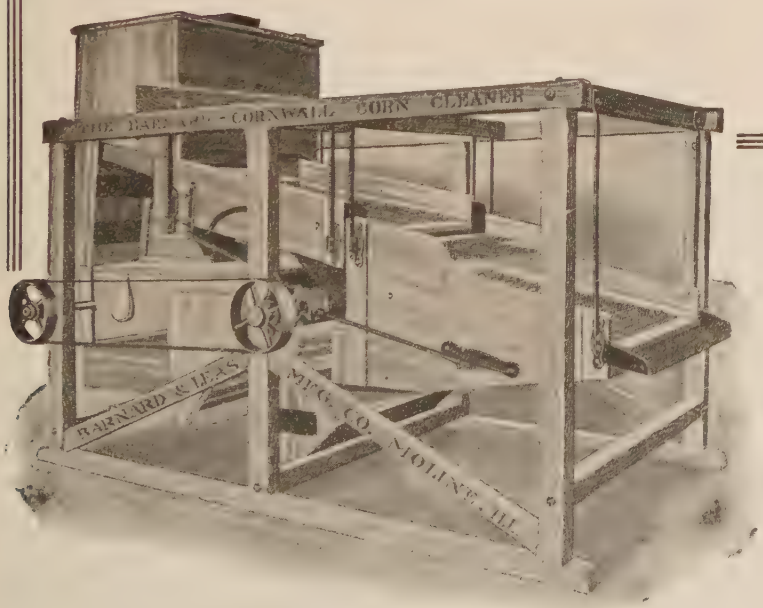
The Barnard-Cornwall Corn Cleaner needs no introduction to the elevator trade Wherever corn is grown, it is well and favorably known. It was the first of the shaker corn cleaners, and was so superior to the ordinary rolling screen cleaner that its success was immediate and complete. It now has imitators all over the country. These imitators, however, all lack the one essential feature that has given it its great popularity. This is its patent finger sieve, which is of special construction and is the only form of sieve that will not clog and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.

The shaker is made in two parts as shown in the cut, and is operated by separate pairs of eccentrics working opposite each other.

These parts are constructed in such a way that the corn, shucks and cobs in passing from one to the other must pass over a row of steel rods of different lengths and then drop several inches. This serves to shake up the mass of shucks, cobs, etc., and allow the corn to fall through onto the tail sieve and give it a chance to make a better separation. The use of these rods and the extra drop is a valuable feature where there are many shucks mixed with the corn, since it prevents the corn from tailing over with the shucks, and thus increases the capacity of the machine.

The machine is essentially a corn cleaner, but is also adapted for first cleaning of other kinds of grain, such as wheat, oats, etc., by changing the sieves, and is a very good receiving separator.

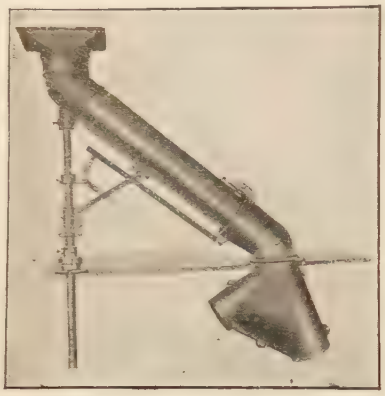
Write for catalogue fully describing this wonderful machine. It is yours for the asking.



BARNARD & LEAS MFG. CO.

MILL BUILDERS AND MILL FURNISHERS

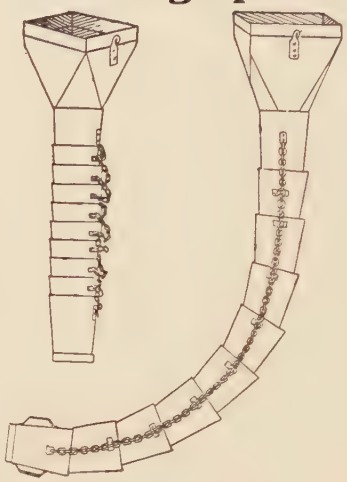
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A



The American Signalling Over-Flow Distributor

This is one of the most popular and up-to-date distributors in use; prevents elevator from choking; and the only distributor on the market that carries full capacity of elevator without choking. Manufactured from heavy cast iron and sheet steel. Write for special prices, stating number of bins and distance from work floor to elevator head.

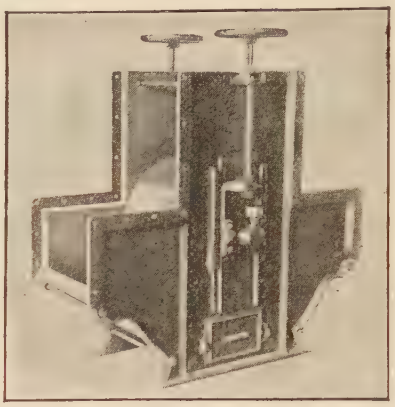
American Flexible Chain Loading Spout



Flexible Loading Spouts

This is one of the most durable and satisfactory spouts manufactured. The chain lugs are of heavy steel and will not break. Furnished in any length; either round or square head. Sizes 6", 8" and 10" in diameter and made of 14, 16 and 18 gauge steel.

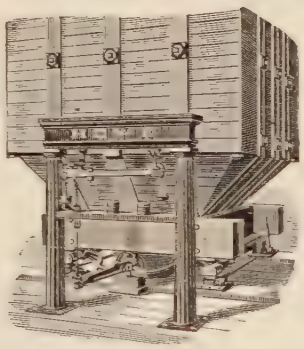
Our catalogue showing complete line of elevating and conveying machinery upon request.



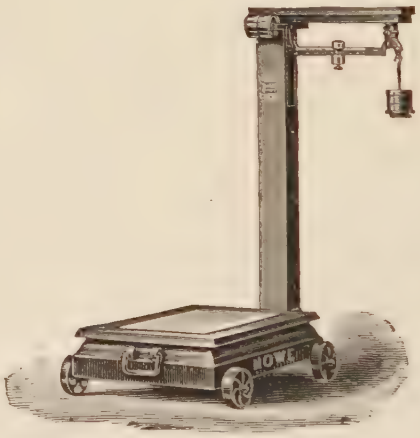
Improved Non-Chokable Elevator Boot

The entire boot is re-inforced with extra heavy flanges. The take-up boxes are absolutely dust proof. It is made extra strong to support the entire weight of leg, head, belt, buckets loaded or empty. Oscillating bearings equipped with hard oilers. Pulleys are 18" in diameter for all widths of belt. Prices upon application.

AMERICAN SUPPLY AND MACHINERY COMPANY
1102 Farnam Street - - OMAHA, NEB.



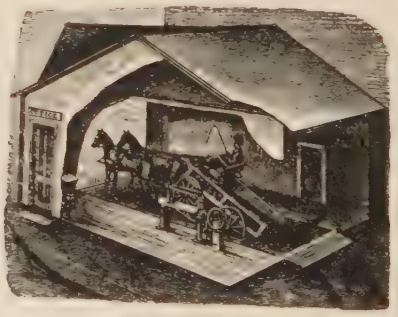
If your business is buying and selling by the lineal yard or rod, you use the most accurate rule, yard stick or tape line you can possibly buy. If your business is buying and selling by weight, you ought to have the best and most accurate scale made. We have them. The **Howe** fills this description. Endorsed by thousands of users for their accuracy, length of service and freedom from repair troubles. Backed by sixty-three years experience and our ten-year guarantee.



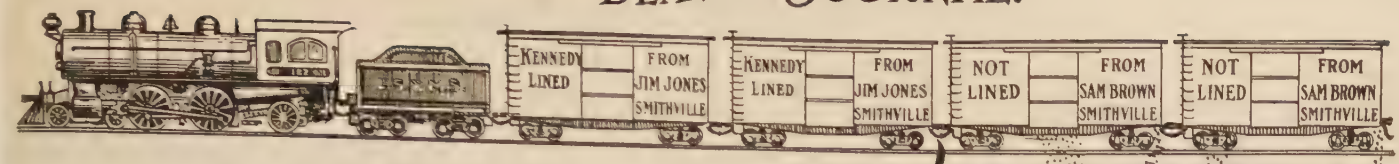
Wagon Scales
Hopper Scales
Dump Scales
Dormant Scales
Track Scales
Dairy Scales
Automatic Scales
Counter Scales

Send us your old scale for repairs. Our expert can refit it and make it as serviceable as a new one.

Distributors for Howe Scales



NEBRASKA SCALE AND SUPPLY COMPANY
1104 Farnam Street, Omaha, Nebraska



Profit line

IT'S A SAD TALE

men, but honestly it's heart-breaking the way I have lost grain during the past few months. For example, every shipment of grain I have made since February 1st has shown a shortage at destination, and upon investigation it was found to be due to loss in transit, bad order cars you know, and I don't seem to be able to stop it." So sayeth Sam Brown, enterprising grain dealer of Smithville.

"Maybe it isn't just right for me to comment on your hard luck, Sam, but there is absolutely no sympathy for you from my direction. This losing grain in transit is all your fault. You needn't lose a kernel. I am not given to bragging, but I have been shipping grain nigh on to 30 years, and I have yet to hear of any of my grain being lost in transit, and believe me, Sam, I have had some awful cars up on my siding, but then that didn't phase me," said Jim Jones, also a Smithville grain dealer and close friend of the above mentioned Sam.

"But, Jim, I don't see how in blazes you do it. If you say it can be done it must be true. Tell me, Jim, how do you do it? It's time I was wising up on these new fangled things." From friend Sam.

"Well, Sam, that's the easiest thing I ever done. You just write the Kennedy Car Liner & Bag Co., Shelbyville, Indiana, for full information regarding

KENNEDY CAR LINERS

and you will soon learn the secret of my success in shipping grain." From friend Jim.

A story from life, and happening every day. Are you a Sam Brown or a Jim Jones? If you are in Sam's boots, so to speak, you too had better wise up a bit and get in touch with us about the car liner that has been used by the majority of the trade for many years.

We have various types of liners suitable for all cases of leaky cars: KENNEDY STANDARD LINERS being for cars in *general bad order;* KENNEDY END LINERS, intended for cars with *defective ends and corners;* and the KENNEDY GRAIN DOOR LINERS furnish protection at the grain doors, the paper being so reinforced as to be securely effective. After a shipper has become accustomed to their use the liner can be installed in a very short time, and time saved in patching an old car is alone worth the price of the liner.

There is only one KENNEDY system of Car Liners. It is a patented article and manufactured by us exclusively.

The NEW CROP will soon be here and during this season of the year you are always compelled to load bad order cars. Now is the time to lay in a stock of KENNEDY LINERS. Keep in step with the times—BE PREPARED.

THE KENNEDY
CAR LINER & BAG CO.
SHELBYVILLE, IND.

SAVE MONEY

by making your grain pits dry.

Wet grain pits are costing elevator owners thousands of dollars each year. They can stop this loss—every bit of it—and can make their grain pits dust-dry year in year out—by coating them with

No. 826—ANTI-AQUA

Now is the time to fix those grain pits—while your grain is low—before you fill up again. It is easy to apply ANTI-AQUA, and the expense is small. Send for full information and costs.

"Superior Graphite" Paint and Superior Elevator Red are protecting hundreds of grain elevators. Send for booklets, color cards and costs.

Write today—before you forget.

DETROIT GRAPHITE COMPANY
PAINT AND COLOR MAKERS
Department 501 DETROIT, MICHIGAN

Mr. Gas Engine User

Why Not

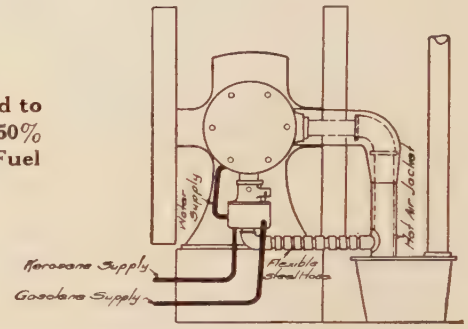
ECONOMIZE

On your fuel bill? You can do this by installing an

American Kerosene Carburetor

and doing away with the use of gasoline.

Guaranteed to Save You 50% of Your Fuel Bill.



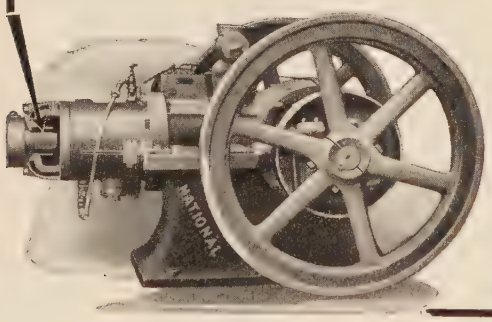
You do not have to make any change in your equipment, only to attach your kerosene carburetor and go ahead.

This carburetor can be used on tractors, etc., in fact any place where a gasoline engine is in use, and will cut your fuel bill at least 50%, as well as prolong the life of your engine, as kerosene is a lubricant and will reduce your friction load, while gasoline is not.

Will furnish sworn testimonials on repuest; write us for them, also descriptive circular. **All Carburetors guaranteed.**

THE AMERICAN CARBURETOR COMPANY
FRANKFORT, INDIANA

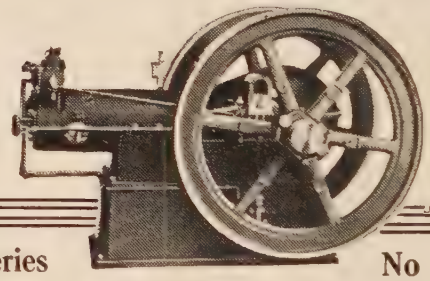
A NATIONAL OIL ENGINE



has no magneto, batteries, coils, spark plugs or valves

That's the second reason.

NATIONAL STEAM PUMP COMPANY
Upper Sandusky, O.



No Batteries No Cranking

No Delays From Breakdowns

THE TROUBLES ALL LEFT OUT

To you men who have bought to regret, we suggest a careful investigation of the Lauson Gasoline or Kerosene Engine, because it is one you can depend on to do continuous hard work all the time. It will start right in the morning and stop right at night. The "Why" of it all is explained in our illustrated catalog, which is yours for the asking.

Built in all sizes from 2 to 100 H. P.

The John Lauson Mfg. Co., 65 Monroe St., New Holstein, Wis.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, $2.50.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES. THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS OF ONLY THE BEST

A Few Facts About The

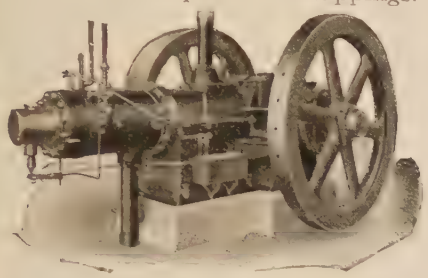
Money Making MUNCIE

It costs less to operate than any other engine.

It is not dependent on any one fuel.

It is an injection engine, not a gasoline engine with heating attachment.

It is automatic throughout—very simple -with not an ounce of superfluous trappings.

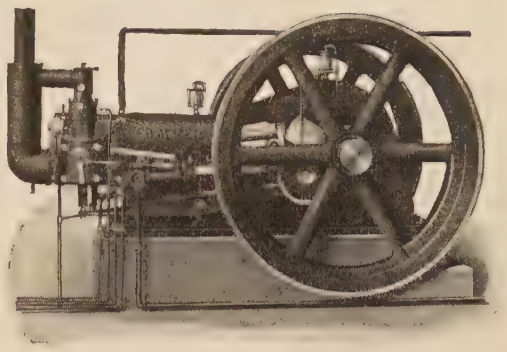


It can be compared to no other engine — it is something entirely "different" —and careful investigation will reveal possibilities for increasing the quantity and quality of your power at lower cost for fuel, for maintenance and labor.

After reading this do you wonder that this engine is called the "Money Making Muncie." Hundreds of elevators throughout the country have installed this engine in their plants and heartily agree with us that it is a money maker. Write for full information stating size required, and let us *solve your power problems.*

Muncie Oil Engine Co.

516 Jackson St. Muncie, Ind.



ECONOMICAL

operation of a grain elevator depends a great deal on the power plant. If the engine is an "antique" it is out of order half the time and when it is running it requires the higher priced fuels to operate it. No economy there. Where CHARTER Type "R"s are installed you find them running right whenever needed, they operate on the lower grades of oil and deliver power at about half the cost of any other engine; that's economy. Better learn more about the CHARTER.

8 to 160 H. P.

CATALOGS UPON REQUEST

CHARTER GAS ENGINE COMPANY

60-80 Wallace St. STERLING, ILL.

If you could see an OTTO working year-in-year-out, under heavy loads—either steady or intermittent

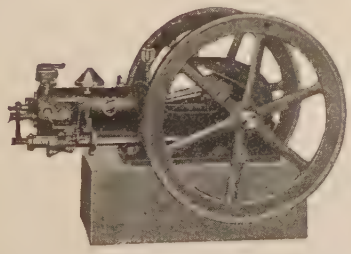
—If you could *see* the fuel economy, the freedom from engine trouble, the virtual absence of repairs

—If you could see the instant response of the engine to changes in load; its self-adaptability

—then you would see why people use over 100,000 OTTOS and "swear by them."

Ask any office now for any information you wish—or for printed matter. No obligation.

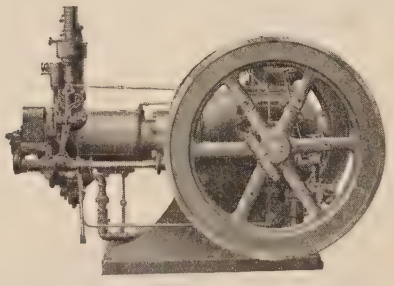
The Otto Gas Engine Works, 33rd and Walnut Sts., Philadelphia, 114 Liberty St., New York, and 15-17 So. Clinton St., Chicago, Ill.



OTTO

Gas and Gasoline

Engines



Mogul and Titan Kerosene Engines

These engines, in 4, 6, 8, 10, 12, 15, 20, 25, 35 and 50 H. P. sizes, operate on kerosene and other cheap, low grade fuels, working as efficiently as the best gasoline engines, at less than half the fuel cost at present prices.

Kerosene is also safer than gasoline as fuel for grain elevator engines. Ask your insurance man.

The service you can get from this Company is an item worth considering. We have branch houses in 87 principal American cities, one of them not far from you, where complete repair stocks and expert help are available. It is a serious accident that puts an International Harvester engine out of commission for more than twenty-four hours.

Write to the address below and we will put you in touch with the nearest branch house, from which you will receive complete information.

International Harvester Company of America

(Incorporated)

21 Harvester Building Chicago, U. S. A.

Constant Safety Manlift

IS NEEDED IN EVERY ELEVATOR FOR THE EFFICIENT CONDUCT OF THE PLANT. Not only does it promote safety for the operator and his employes, but by affording easy access to all parts of the plant it lowers the rate of insurance. Within a few years this reduction is sufficient to pay for the installation of the Constant Manlift.

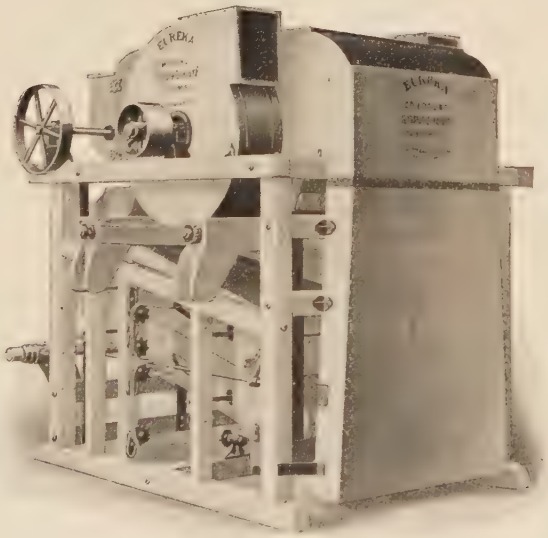
CONSTANT LINE

is in daily use in many hundreds of elevators thruout the country, and the list of users is constantly increasing. It includes everything you might need about the elevator. Write for catalog today. It will help solve your machinery problems.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

KANSAS CITY MILL & ELEVATOR SUPPLY COMPANY
KANSAS CITY, MO.

ANOTHER VICTORY



The Commissioners of the Port of Astoria have awarded us the contract for all the grain cleaning machinery to be used in the mammoth elevator now being erected at Astoria (Ore.).

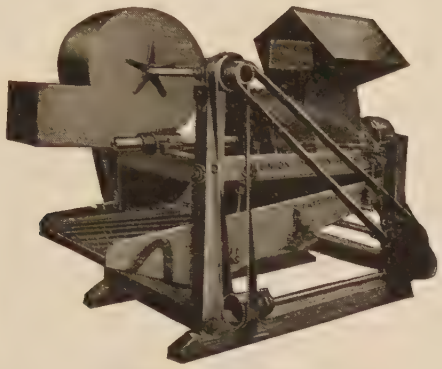
Never before have there been specified such complete and costly machines for any elevator North, South, East or West. Never before was such painstaking care observed in selecting the equipment. Each separator will have ball-bearings, automatic sieve cleaners for both the main and seed screens, and automatic disc oiling eccentrics. Each scourer will have a compound self-balancing shoe, die cast scouring case, patent automatic scouring regulator and ball-bearings.

EUREKA Eurekas of course ! ! EUREKA

THE S. HOWES COMPANY
SILVER CREEK, NEW YORK

"Western" Regular Warehouse Sheller

The WESTERN Line


"Western" Mill Sheller

NO MATTER WHAT YOU NEED in the way of Elevator Equipment you will find it in the WESTERN LINE, and

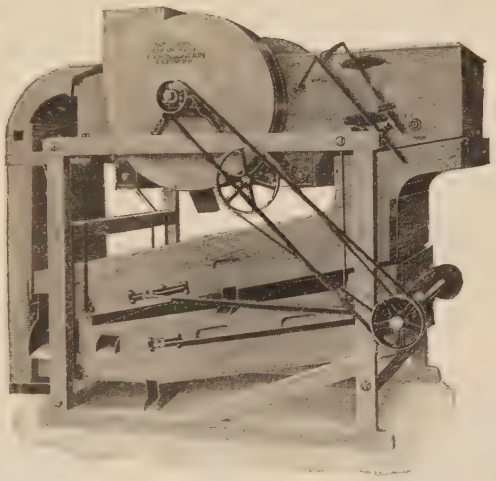
READY FOR QUICK SHIPMENT

Power transmission, conveying and elevating equipment, elevator boots, heads and buckets, shellers and cleaners of all kinds, chain drag feeds, spouting, steel legging, manlifts, pulleys, power shovels, friction clutches, and a thousand other elevator items.

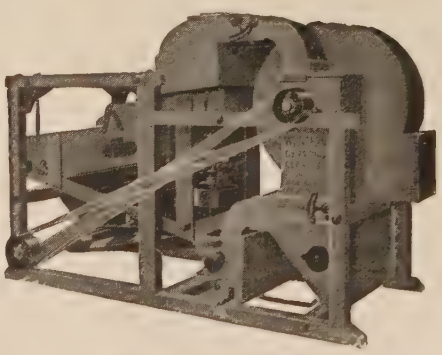
These are illustrated in our latest catalog. Better send for it at once, as you ought to be more familiar with

The WESTERN Line

50 Years of Service and still Going Strong


"Western" Combined Corn and Grain Cleaner

NO FURTHER PROOF OF WESTERN SUPERIORITY IS NECESSARY


"Western" Gyrating Cleaner

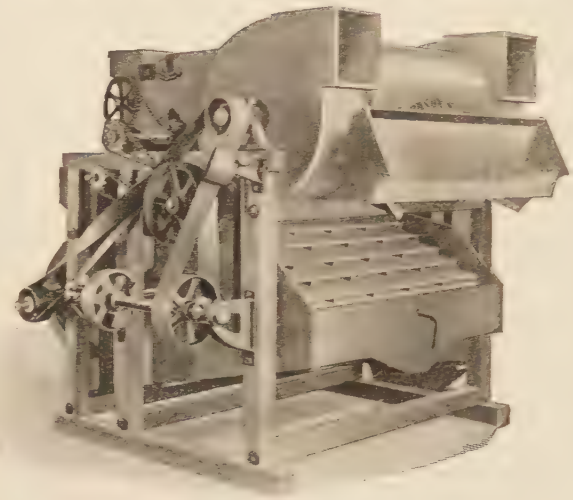
Union Iron Works

Decatur, Illinois

"Western" Pit'ess Sheller

THE RICHARDSON

SIMPLEX



Grain Separator and Cleaner

Large Capacity **Close Work**

Built to last—12 styles and sizes —you need this machine.

Write for Catalogue NOW

Richardson Grain Separator Company

Corner 15th Ave. S. E. and N. P. Tracks, Minneapolis, Minn.

You can weigh the same weight per discharge on all standard grains, whether 32 pound oats or 60 pound wheat, with a

Fairbanks Automatic Scale

You Don't Have to Change the Weights

Note these

Efficiency Features

—One piece even lever.
—Heavy cut-off.
—Reinforced hopper brush.
—Double lift admission gate.
—Rigid discharge gate.

Fairbanks, Morse & Co.

CLEVELAND CHICAGO KANSAS CITY
CINCINNATI OMAHA
ST. LOUIS ST. PAUL

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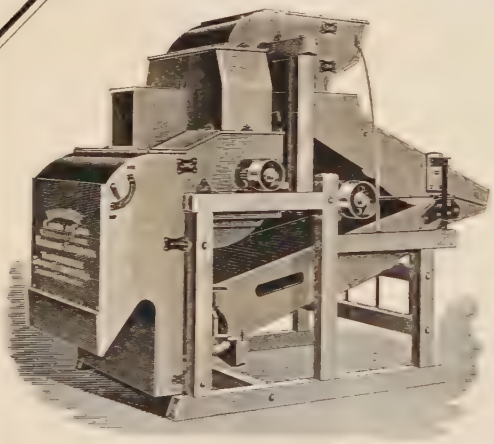

J. H. Kracke Co., Clinton, Mo., have their order in for this machine.

Testimonials

Here's one of many hundreds received about the

Invincible Corn & Cob Cleaner and Separator

Shall we send you details and prices?

Invincible Grain Cleaner Co.

Dept. 4 Silver Creek New York

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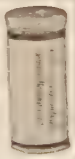
For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.



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Cover's Dust Protector

Rubber Protector, $2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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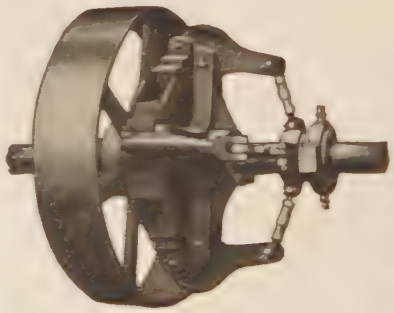

SAVING MONEY

is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

Tester Clutches means cutting out the waste and saving money, power, trouble, time and temper.

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RICHARDSON AUTOMATIC SCALES

¶ If it's a **WAGON SCALE** you need, you had better see the **RICHARDSON SCALE CO.** Suspension Bearing. Railroad Track Scale Pattern. No check rods to bind. No balls to freeze up in winter. **SOLD ON FIVE YEAR GUARANTEE.**

ARE SOLD
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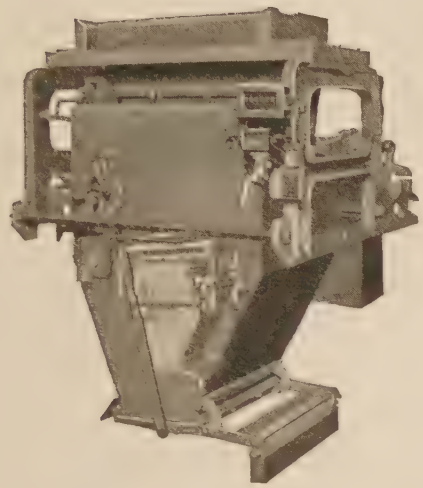
Specify **RICHARDSON AUTOMATIC TYPE REGISTERING SCALE** for your new elevator. Don't say "Or Equal." There isn't any "Or Equal." Most of the **Reliable** elevator builders are glad to use **Richardson's.** It lessens their trouble.



50% Of Richardson Grain Scales sold are for the replacement of some other scale, bought by the owner for less money but guaranteed "to be as good as the Richardson"

RICHARDSON SCALE CO.

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Trifles Make Perfection

But perfection is no trifle.
A little oil saved, a little power, continuously even grinding, no repair expense, no stoppages for hot bearings or tramming;—these may seem like, and possibly are trifles—in themselves—but it is the saving of their aggregate—that makes the perfection and value of

The Monarch Ball Bearing Attrition Mill

The claims which we make for this mill, are backed by facts, which are always available for ready reference.

Its history is an unbroken line of satisfactory work, economical operation and lasting benefit.

Investigate.

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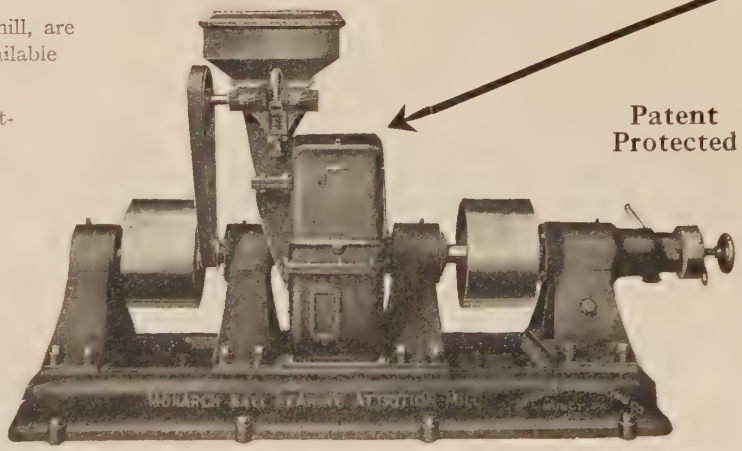

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Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

WILFORD CLEANER and SEPARATOR

IS INSTALLED IN BALTIMORE'S LARGEST ELEVATORS

and is giving excellent service.

The machine is equipped with three sets of screens, 9x12, built in 5 sections each. Handling 35,000 bus. in 10 hours this machine will give four samples of screenings and of dust after passing through seven distinct air shafts. Blowing and screening over one screen this machine has a capacity of 8,000 to 9,000 bus. per hour.

Smaller machines of the same type are made in sizes from one foot up.

Write for additional information.

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MINNEAPOLIS NEWEST HOTEL

325 Rooms, Every Room with private bath
Rates $1.50 to $5.00 per day

The DYCKMAN gives more for the money than any hotel in the Twin Cities

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The Emerson Oats from Wheat Tester

We guarantee, not a kernel of oats left in the sample and not a kernel of wheat lost with the oats.

Over 4000 Elevators, Flour Mills, Grain Inspection Departments, Boards of Trade and the U. S. Grain Standardization Department are using this TESTER.

Eliminates all guess work and saves all the WHEAT.

Farmers prefer selling where dockage is determined with the EMERSON TESTER.

Pays for itself in a very short time. Pleases the farmer as he sees the dockage is on the square.

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GRAIN DRYERS—*All sizes,* CRUSHERS, SHELLERS *and* MILLS CONVEYORS *and* ELEVATORS, CHAIN BELT *and* SPROCKET WHEELS, OAT MEAL *and* PEARLED BARLEY MACHINERY, HOMINY MILLS

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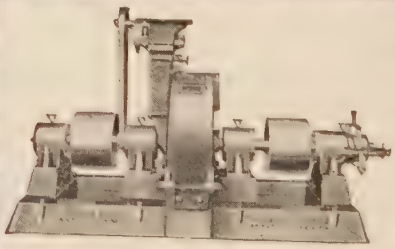

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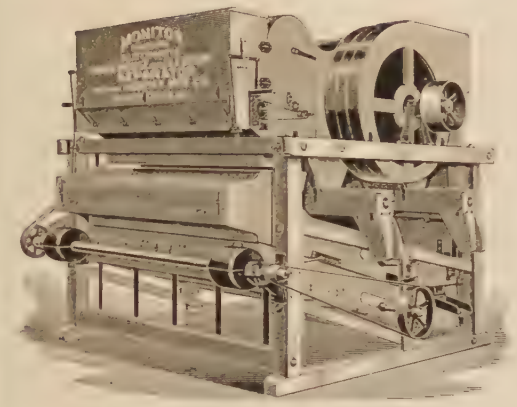
Every dollar saved in operating cost means an added profit.

For conscientious service, without repair bills, depend on the "Scientific."

THE BAUER BROS. CO.
Formerly The Foos Mfg. Co.
506 Bauer Bldg.
Springfield Ohio

SCIENTIFIC

Monitor



Automatic Receiving Separator

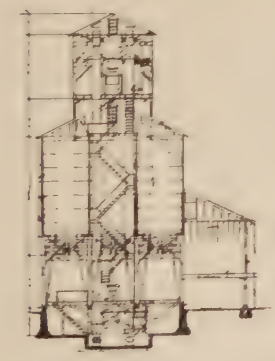
America's Master Cleaner—the last word in s[illegible]ically correct, ultra simplified, w[illegible] Double Receiving Cleaners. Has more beneficial features—more important improvements than any one make of machine in use today. See our literature giving complete specifications—list of scores of the largest Elevators using from 4 to 10 and in some cases 20 or more of these machines.

The Only Cleaners going into the world's largest elevator

The Winner—the exclusive selection in Double Receiving Separators for the C. & N. W. R'y 8,000,000 bu. "Calumet" Elevator now building at So. Chicago. This, the World's largest, most modern grain handling plant, will contain several batteries of these "Monitor" Automatic Receiving Separators—selected after a year's investigation by authorities appointed to study all makes of Cleaners—and their actual cleaning performance.

HUNTLEY MFG. CO., Silver Creek, N. Y.

WATERPROOF YOUR CONCRETE ELEVATOR PITS and SCALE PITS



Ceresit waterproofing is a permanent and absolute protection against damage and loss of money through dampness or water in these places. You non-Ceresit users know of loss of money and damage dampness or water causes in wetting grain—off grades and heated, rusting scale—short weights, failure to operate elevator on account of water in boot or tank.

Avoid these losses by waterproofing these pits by the "Ceresit" method.

Write today for our new catalog that tells briefly and concisely the **When, How** and **What** of Waterproofing, Damp-proofing and Floor Hardener Work for all classes of construction.

It applies not only to new buildings, but to old buildings of brick, stone or concrete.

Let our engineers tell you how to make your grain pits, boiler and engine pits permanently dry—your concrete floors dry, hard and dustless.

Write for catalog now, it places you under no obligation.

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Ceresit Waterproofing Company

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Are you buying ELEVATOR BELTING to the best advantage; which means the longest service at the least cost?

We have removed any question of doubt on this point for others.

Why not let us do it for you?

New York Rubber Company

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A Car-Mover that Stands the Test

NEW BADGER

FREE

For 30 Days

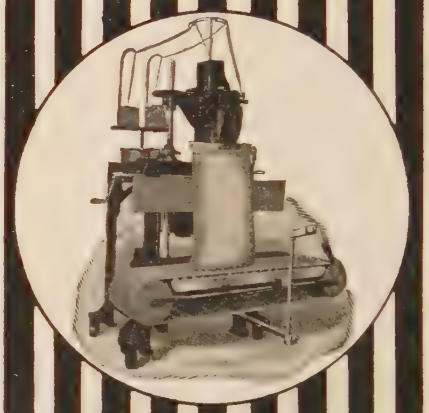
We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us $5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

ADVANCE CAR-MOVER CO., APPLETON WISCONSIN

UNION SPECIAL
ADJUSTABLE HEAD
FILLED BAG MACHINE



Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

Union Special Machine Co.

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THE ONLY SANE, SAFE THING

to do is to install an All Metal Fire Proof

Knickerbocker "1905" Cyclone

DUST COLLECTOR

The Knickerbocker Co., Jackson, Michigan

THE BEST MARKET FOR

RUBBER GANDIE

OLD **BELTING** USED

LEATHER CANVAS

Write at once for prices

NATIONAL BELTING & SALVAGE CO.

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MILWAUKEE, WISCONSIN

MORRIS GRAIN DRIERS

USE ONLY FRESH AIR FOR BOTH DRIER AND COOLER. No dust is blown through our coils. We have an absolutely even distribution of air throughout both Drier and Cooler. GRAIN IS DRIED UNIFORMLY AND COMES OUT IN BETTER PHYSICAL CONDITION than from any other Drier on the market. A good Drier is a paying investment this year.

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The Strong-Scott Mfg. Co., Minneapolis, Minn.

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There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.

IT'S THE SCIENTIFIC CONSTRUCTION
HIGH QUALITY OF RAW MATERIALS
AND BEST TYPE OF WORKMANSHIP

IN

REXALL DOUBLE-STITCHED **BELTING**

THAT MAKES IT STAND IN A CLASS BY
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WRITE US FOR PARTICULARS

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between simply a belt, and a belt plus a big reputation.

Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

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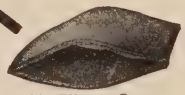
Non-Separable Ply Rubber Belt

The best and most economical rubber belt made.

For Elevator and Conveyor Service.

We claim and we have proved it: That you get MORE REAL BELT Value in "R. F. & C." brand for the money than from any other Rubber Belt at the same price. Your request will bring you full data. WRITE US NOW.



No Plies to Open

No Seams to Split

WM. H. SALISBURY & CO.

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Oldest Belting House in Western America

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Shippers' Record Book

is designed to facilitate the bookkeeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9¾x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, **"IN ACCOUNT WITH"** and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. **Price $1.75.**

GRAIN DEALERS JOURNAL

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Efficiency and "Safety First"

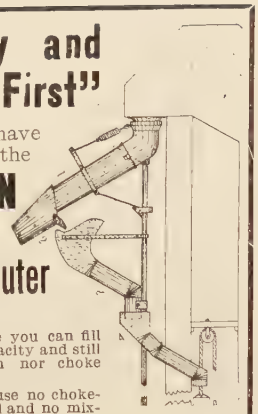
is what you have when using the

LORENZEN

Automatic

Grain Distributer

in your Elevator.



Efficiency because you can fill your bins to full capacity and still not back-leg grain nor choke the cups.

Safety First because no choke-up when bins are full and no mixing of grain while shifting.

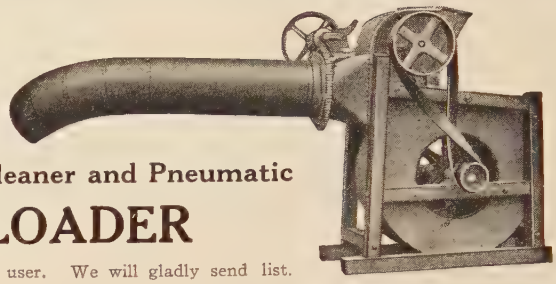
Write for circular.

THOS. C. LORENZEN

Inventor and Patentee

UPLAND - NEBRASKA

IF you are really anxious to learn the true merits and economical service of a



Combined Grain Cleaner and Pneumatic

CAR LOADER

become acquainted with any user. We will gladly send list.

Why you should install the MATTOON

It is impossible for it to mill or crack the grain.
It will fill largest cars to full capacity, without any labor in the car.
Strong and durable, automatic in action, and requires no attention after starting.
Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

Write for list and circulars

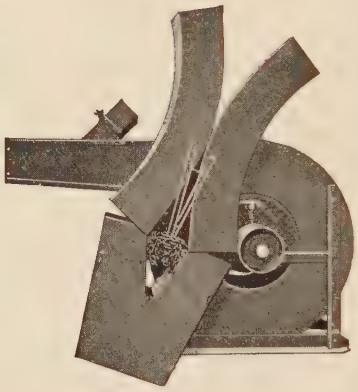
MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

THE AUTOMATIC DUMP CONTROLLER
USED EVERYWHERE

"I am little,
But I'm mighty,"
Says the little Dump Control,
"And the Farmers they all like me,
'Cause I come at beck and call.
"'Tis true, in size I'm but a babe,
But in strength 'tis hard to say,
For when I am once installed,
I have really come to stay.
Loads and loads are thrust upon me,
And my work seems never done,
But I smile the smile that won't come off,
And say, ''Tis a pleasing lot of fun.'"

Circulars upon request.
Write today, do not delay.

L. J. McMILLIN
523 Board of Trade Bldg.
INDIANAPOLIS INDIANA



The Boss Combination
Grain Cleaner and Car Loader

30 days trial allowed. Cleans your grain and removes silks-husks-dust-pieces of cobs-chaff—and other foreign material and loads car at the same time. Every car loaded to full capacity without scooping. Reduces foreign material to 1% or less without the aid of any other kind of cleaner. The powerful blast of air reduces moisture content. CANNOT mill or crack the grain. Loads light grain as well as heavy grain. No complicated mechanism of any kind. Simple and effective. If your present loading system is losing you money both in labor and in grades we suggest that you write for our proposition today. It will pay you.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.

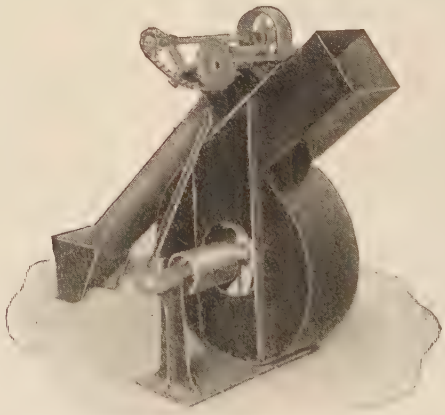
BOWSHER FEED MILLS GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running.** 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog
and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.
South Bend, Ind.



Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Carloader, Combined Elevator and Carloader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

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Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from $1.00, $1,25, $1,75, $2.00 and so on to $14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4¼x8¼ inches, 110 pages. **Price, $1.00.**

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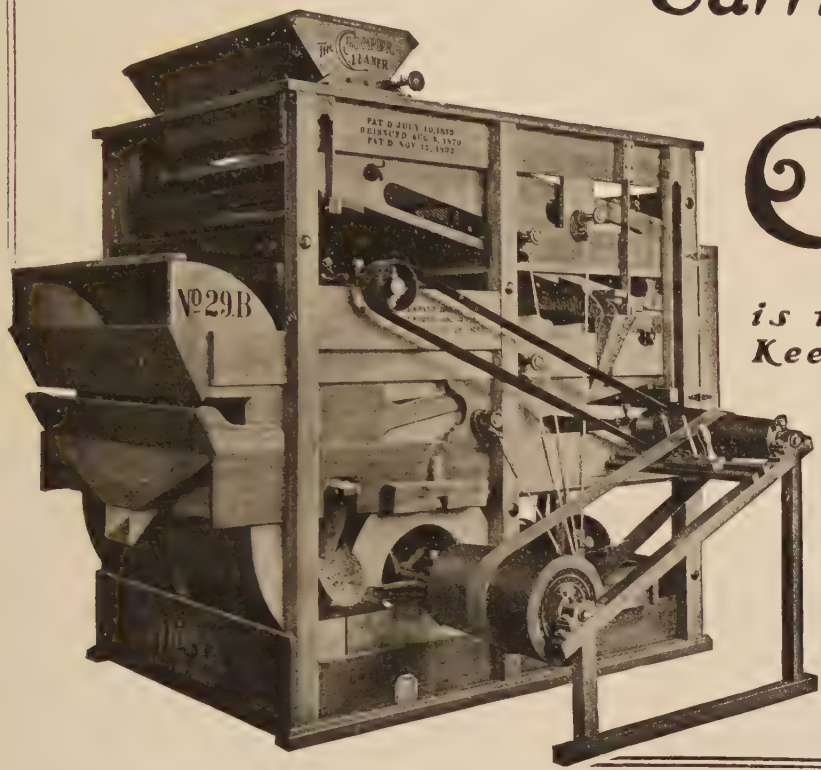
The Roller Bearing Traveling Brush Carrier Used on the



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is the only device that Keeps the Screens Clean

The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

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The Diamond Ball Bearing Corn, Chop or Feed Mill, easily installed, requires little power and earns nice profit. Unequalled Corn Plates of Original Design. Special Attrition Plates for Screenings, Meal and Feed. 30 days FREE trial in your plant will convince.

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the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

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"YOUNGLOVE does all the Contract calls for and MORE."

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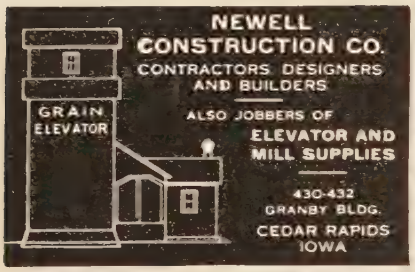

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of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price $5.00.

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Warehouses, etc. Standardized new system. Cheapest and best ever. 10,000 to 50,000 bushel plans now ready. Best references.

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which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1¾ inches and has eight openings.
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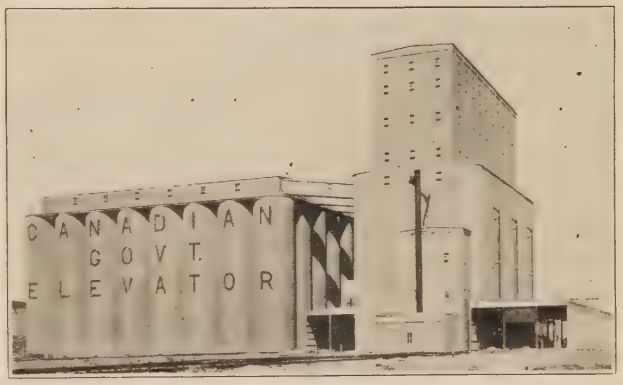
will find their needs in the line of grain elevators and grain storehouses best served by a company which has specialized in wood elevators for Hoosiers for the last 40 years. Satisfied customers in all parts of the State will be glad to show you the convenient arrangement of our dependable Indiana elevator or we will be glad to submit plans and specifications. Let us hear from you.

Reliance Construction Co.
Board of Trade Indianapolis, Ind.



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Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

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Electrically Driven and Modern in Every Respect.

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"HAVE IBBERSON BUILD IT"

Write For Our New Booklet

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THE CHEAPEST Elevator in the End Is Steel Construction

WHEN BUILT RIGHT

It Does Not Burn.
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LET US FIGURE WITH YOU

MINNEAPOLIS STEEL & MACHINERY CO.
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WE KNOW HOW TO BUILD THEM RIGHT

Canadian Government Grain Elevator

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Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

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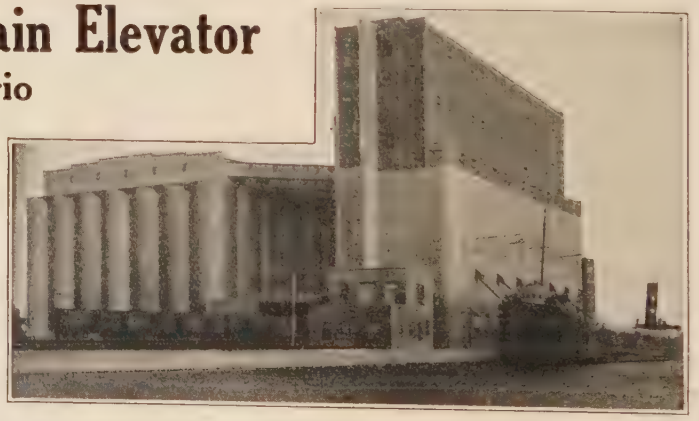

C. & N. W. RY. Calumet Terminal Elevator
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Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work

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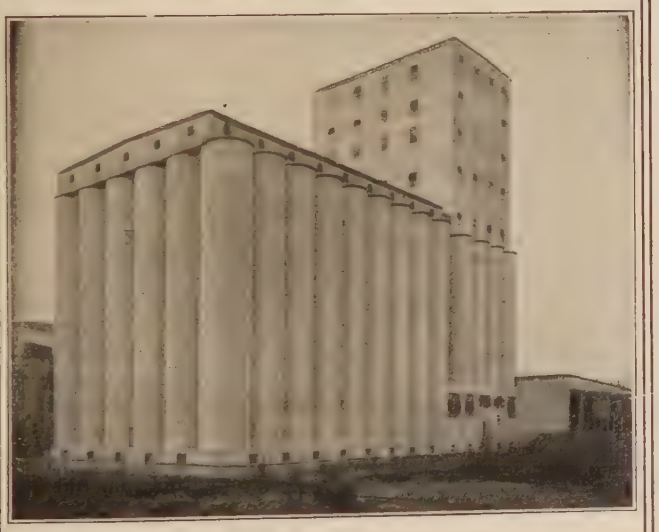

THE GIRARD POINT ELEVATOR
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CAPACITY—1,110,000 BUSHELS. The Most Rapid Handling Grain Elevator in World. DESIGNED AND BUILT BY

JAMES STEWART & CO.

GRAIN ELEVATORS
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Floor Westminster Bldg., CHICAGO
W. R. SINKS, Manager

CONCRETE ELEVATOR
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Reinforced Concrete—1,000,000 bu. capacity. Receiving capacity from boats 50,000 bu. per hour. Most rapid handling grain elevator on the Great Lakes. New addition doubling size of elevator now being constructed.

Designed and Built by

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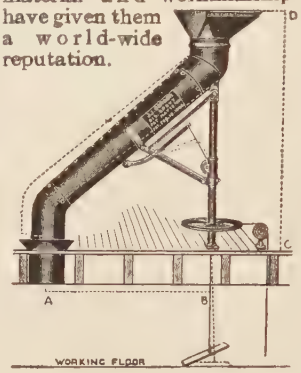
Gerber Spouting Has No Equal

The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

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Form 380 Record of Wagon Loads Bought
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Reduces insurance, time, labor expense. No power necessary to operate. Absolutely safe.

Steel Loading Spouts

Flexible; made of the best steel; any length. Changeable sections.

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Birchard patent. Steel. Will eliminate all chance of mixing grain.

Gearings (Cast Iron)

Absolutely essential for the economic transmission of power.

Elevator Boots

Steel. Provided with take-up screws and clean-out doors.

Write for catalog and prices

Hastings Foundry & Iron Works

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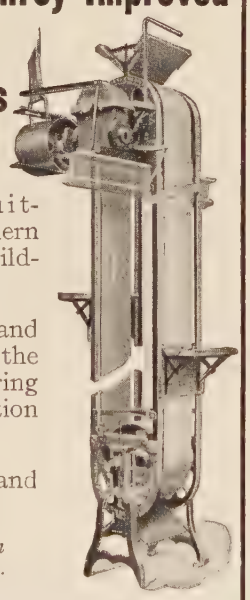
The Humphrey Improved Metal Employee's Elevator



Especially suitable for modern fire proof buildings.

Endorsed and specified by the best engineering and construction companies.

A time energy and money saver.

Particulars on application.

NUTTING TRUCK CO.
SOLE MANUFACTURERS
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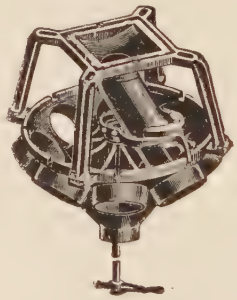
Also specialists in Floor Truck Equipment

~~HALL SPECIAL~~ — ELEVATOR LEG

Would you like to have the leg in your proposed elevator so assembled that you can get maximum results with the smallest possible equipment, for instance by using an 8-inch belt instead of a 12-inch, with Cups, Head Pulley, Boot, and leg in correspondingly small sizes, and have it run continually without choking?



Would this not be more satisfactory and economical for you than to have your investment squandered in a clumsy haphazard installation, that is wasteful, unsatisfactory, and annoying?

Send for our Catalogues today

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ACME ENGINE CO.

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Before you install an engine, consider the simplicity of the Acme. Write

WILLIAMS HARDWARE CO.
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TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent CLAIM LOSSES

6000 SHIPPERS Are now using them.

Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice-President
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The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

R. M. Van Ness Construction Company
404-406 State Bank Bldg., OMAHA, NEB.
We Build Modern Grain Elevators

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHERN IOWA 35,000 bu. cribbed elvtr. and coal business. Good grain section. Some trade for part. Write Maple, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Cheap, two good elevators. One in Western Minn., other in Western Iowa. Both money makers. T. J. Morgans, Soo Falls, S. D.

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SOUTHWESTERN OHIO—For sale, three grain elevators; good locations. Address Nora, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

FOR SALE—Two Illinois Elevators operated from one office with lumber and coal in connection. Handle 500,000 bu. grain annually. Address James M. Maguire, Campus, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

SOUTH DAKOTA 14,000 bu. modern cribbed elvtr; store room and coal sheds at Bonilla, S. D. Price $2,700. Address Scott, 131½ N. Broadway, Los Angeles, Cal.

MICHIGAN elevator for sale on two good Railroads. 7,000 bu. capacity, good grain section. Best bean section in State. Equipped for handling both. Bargain if taken at once. Address Elk, Box 9, Grain Dealers Journal, Chicago.

MONTANA ELEVATOR 20M. cap. cribbed house, warehouse, coal shed; profitable growing business; good opportunity exp. seed man to increase. Favorable terms. Would consider selling half interest to active manager. Box 281, Billings, Mont.

INDIANA ELEVATOR FOR SALE:—10,000 bus. capacity. Can handle 100,000 bushels per season. Gasoline engine. Black farm land, substantial community. Buildings four years old; two acres of land with buildings, on Branch C. H. & D. R. R. To settle an estate. For particulars address Sarah A. Spaulding, Monroeville, Ind.

NEBRASKA:—The following eight elevators belonging to the Henry Roberts Estate, will be sold at private sale.

Station.	Capacity.	Station.	Capacity.
Crofton	16,000 bu.	Hooper	8,000 bu.
Fordyce	8,000 bu.	Kennard	10,000 bu.
Tekamah	24,000 bu.	Ceresco	10,000 bu.
Herman	16,000 bu.	Gretna	10,000 bu.

With the elevators at Kennard and Ceresco there are lumber yards in connection.

For further particulars address E. V. Ellis, Administrator of the Estate of Henry Roberts, Tekamah, Nebraska.

ELEVATORS FOR SALE

ILLINOIS 30,000 capacity elevator. Modern. Located in corn belt on I. C. R. R. Address J. T. Carmody, Merna, Ill.

ELEVATOR for sale or lease in Northern Indiana. For particulars address N. I., Box 8, Grain Dealers Journal, Chicago.

ELEVATOR and warehouse for sale or rent at Adell, Wis. For particulars apply E. P., Box 8, Grain Dealers Journal, Chicago.

SOUTHWEST MISSOURI 20 thousand bu. elevator for sale. Belongs to an estate. For particulars inquire John R. Neil, Admr., Golden City, Mo.

ILLINOIS 50,000 bushel elevator for sale. Electric power; one competitor; handles 250,000 to 300,000 bushels annually. Address John P. Blane, President, Greenview, Ill.

SOUTHERN MINNESOTA 20,000 bu. elevator for sale in town of 8,000. Been in the grain business 30 years, wish to retire. W. H. Symes, Austin, Minn.

FOR SALE—Good OHIO elevator and retail business in connection. Write Cowen, Box 3, Grain Dealers Journal, Chicago.

SOUTHERN MINNESOTA 25,000 bu. elvtr. Town of 1,200; good farming community. Handle grain & coal. Write Sun, Box 11, Grain Dealers Journal, Chicago.

OKLAHOMA Elevator in Northeast part, good crops of corn, wheat and oats. For particulars address Ware, Box 11, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE on C. G. W. R'y. in best Minnesota grain territory. 12 and 40,000 bushels capacities. Elevators in good condition. Winona Malting Co., Winona, Minn.

OHIO Elevator for sale. Iron clad, 15,000 bu. capacity, 150 to 200 cars per year. Price for quick sale $9,000.00. For further particulars address X, Box 9, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO—6,000 bu. elevator in one of the best farming sections. Everything in good repair, doing good business. Price reasonable. Write E. T., Box 11, Grain Dealers Journal, Chicago.

CENTRAL INDIANA elevator for sale. Cribbed-ironclad-private ground; 100M. grain; 75 cars coal; large feed, flour and seed trade. In fine city of 10,000. Bargain $12,000. Will shade for quick sale. John A. Rice, Frankfort, Ind.

NORTH DAKOTA 25,000 bu. elevator for sale on the N. P. R. R. in a good grain growing section of the state; coal in connection. Station handles 350,000 Bu. annually. Two competitors. Price $4,500.00. For particulars address S. K. Box 12, Grain Dealers Journal, Chicago, Ill.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO 12,000 bu. elvtr., must be sold for very good reasons. In good grain section. Address Warner, Box 11, Grain Dealers Journal, Chicago.

ELEVATORS FOR RENT.

FOR RENT—Small corrugated iron elevator and warehouse on Illinois Central tracks, Memphis, Tenn. Address H. C. McKellar.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

IF YOU wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from $3,500 to $25,000. James M. Maguire, Campus, Ill.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

I AM in the business, Selling and Exchanging Mills & Elevators and I handle no dead ones, but real money makers. I have one bargain, a 5,000 bu. Elvtr. at $2,000. I also have a good small mill in a Mich. R. R. town, doing a nice paying business, price $1,800; $800 cash, bal. easy. This is a great bargain. I have farms to Exchange for Mills or will Exchange Mills for Farms. If you want a square deal, write me at 434 Case Ave., Detroit, Mich. R. N. Parshall.

ELEVATORS WANTED.

IF YOU WANT TO SELL YOUR GRAIN Business Quick and at a high price, let me sell it or tell you how. Address Sam, Box 10, Grain Dealers Journal, Chicago.

CENTRAL NORTH DAKOTA land to trade for Ill. Elevator doing good business at a profit. Address King, Box 10, Grain Dealers Journal, Chicago.

WANTED TO BUY Grain. Lumber & Coal business in Iowa. Must be a good business, and bear close inspection; will not pay two prices. Do not answer unless you mean business. Address Home, Box 10, Grain Dealers Journal, Chicago.

WANTED—Five or six country elevators, located in Kansas on any railroad west of a line drawn north and south through Wichita and south of the central branch of the Missouri-Pacific. In first letter, give capacity of elevator, kind of construction, size of engine; give all kinds of machinery, the names of competitors, number of bushels purchased in 1914 and 1915 separately, and state the net cash price. Address Lock Box 1123, Wichita, Kans.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

BUSINESS OPPORTUNITIES.

WILL SELL first class corn mill and elevator, doing an excellent business. Good location; no local opposition. Address Box 201, Portageville, Mo.

ELEVATOR, MILL AND COAL BUSINESS for sale cheap. 50 bbl. mill, 10,000 bu. Elvtr. Good territory and good profits. Must sell on account of death of partner. Box 127, Macy, Ind.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

MR. GRAIN DEALER.

Do you want to increase your profits? You can do so by selling King Lightning Rods during your spare time. Write us for agency proposition. It's a winner.

GEO. M. KING CO.,
609 E. Walnut St., Des Moines, Ia.

FOR SALE.

Alfalfa and Feed Mill—all or part of Capital stock of $40,000.00 in mill—thoroughly equipped with modern machinery; two railroad tracks; in heart of Alfalfa and Grain section; reason for selling is lack of working capital. Address P. O. Box 964, Phoenix, Arizona.

FOR SALE Good reasons. Modern equipped feed mill, elevator. Cap. 20,000 bu. Electrically operated. Omaha and Soo Railroad. Shipping facilities good. Do a wholesale flour and feed business on two branch lines, population 5,000. Mill 36x48. Warehouse 48x100, full basement for potato storage. Terms to suit. Address Lake, Box 12, Grain Dealers Journal, Chicago.

FOR SALE 175 bbl. mill, 40,000 bu. elvtr. in the best wheat belt in Kansas. All steel lined, brick boiler and engine room, 200 h.p. Corliss Engine; 150 Atlas Boiler plant; track scale. On private land and switch with 2 railroads. This is in running order, as good as new, and will sell for $6,000 cash, balance time. For further particulars address King, Box 9, Grain Dealers Journal, Chicago.

FOR SALE—Northwestern Ohio plant, consisting of

20,000 bu. Elevator,
100 bbl. Flour Mill,
125 bbl. Buckwheat Plant,
125 bbl. Meal Plant,
60 ton Cracked Corn Plant,
22 in. Feed Mill.

Located 20 miles west of Toledo, on New York Central main line. Electric car service hourly. Excellent grain territory. Plant electrically operated; cheap electric power. Continuous Ellis Dryer. Feed storage on siding. All equipment necessary for Straight and Split cars of bulk and sack grain and feed. Wholesale grocer takes largest portion of Buckwheat Flour output. Plant in daily operation. Offered at quick sale price.

THE PILLIOD MILLING CO.,
Swanton, Ohio.

MILLS FOR SALE.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6. Grain Dealers Journal, Chicago.

FOR SALE or rent, 80 bbl. flour mill and chopper; frontage on railway; good house and 4 acres land; good town; first class country. Address Mrs. Edward Shrubsole, Box 257, Barrie, Ont., Can.

SITUATIONS WANTED.

WANTED—Position as Grain Solicitor or Coal Salesman; 8 years in Grain business. Can get the Business. Address Fort, Box 12, Grain Dealers Journal, Chicago.

WANTED POSITION as Mgr. of elvtr. Have had 3 yrs. experience and can furnish good reference. N. D. pref. Address Hurd, Box 9, Grain Dealers Journal, Chicago.

POSITION as bookkeeper or clerk with grain or brokerage commission firm in Chicago. 3 yrs. exp., furnish ref. Address A, Box 12, Grain Dealers Journal, Chicago.

WANTED Position as Mgr. Farmers Elvtr. 10 yrs. actual experience and can furnish references. For information write Box 7, Callaway, Minn.

POSITION WANTED as buyer for line house in Northwest. Best of references; 4 years' experience. Address Best, Box 6, Grain Dealers Journal, Chicago.

WANTED POSITION as Manager or Auditor by man who thoroughly understands grain and can furnish best of references as to character and ability. Address Now, Box 3, Grain Dealers Journal, Chicago.

POSITION WANTED as Manager of small town or country elvtr by young married man 3 yrs experience; A1 references. Iowa or Minn. preferred. Address Van, Box 12, Grain Dealers Journal, Chicago.

WANTED a position as solicitor for some good Chicago firm. Have had 15 years experience in grain and have a large acquaintance over the northwest. Best of references. Address Clare, Box 9, Grain Dealers Journal, Chicago.

POSITION WANTED with grain commission or Elevator Co. Good judge of grain, experienced in cash grain and futures and in handling terminal elevators. Best of references. Address Grain Man, Box 12, Grain Dealers Journal, Chicago.

POSITION WANTED as Manager of Country elvtr. or grain solicitor. 15 years experience as buyer and manager. Good bookkeeper and mechanic. Best of references. Will go anywhere or Canada. G. A. J., Box 42, Vesper, Kansas.

WANTED position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

WANTED Position as Manager of Farmers Elevator, prefer Nebraska; 10 yrs. experience in grain and coal business, capable of taking care of books; not afraid of keenest competition and roughest work. Salary according to ability. Can furnish best of references. Address Keen, Box 11, Grain Dealers Journal, Chicago.

WANTED By experienced man 45 yrs. old, married, a job as Manager or Houseman. Thoroughly understand engine and house work. South Dakota, Western Nebr. or Western Kansas preferred but will go any place. Write C. Box 12, Grain Dealers Journal, Chicago.

MILLS FOR RENT.

FOR RENT a modern mill located in Covington, Ky. Capacity 175 bbl. daily and 25 tons corn meal. Power, gas engine. Rate of gas 30c per thous. Excellent shipping facilities. If interested address us and terms will be mentioned upon inquiry Nordmeyer & Berding, Covington, Ky.

SITUATIONS WANTED.

WANTED POSITION as Mgr. Country Elvtr. 2 yrs. experience; ref. Address B. C. Box 12, Grain Dealers Journal, Chicago.

WANTED—Position as Manager, buyer and book-keeper. Have had years of experience. A-1 reference. Address Times, Box 10. Grain Dealers Journal, Chicago.

POSITION WANTED as Superintendent by man with 9 years Chicago Terminal elvtr. experience. Thoroly familiar with grain mixing. Highest references. Address Y, Box 12, Grain Dealers Journal Chicago.

I AM open for position as Manager of elevator. Prefer Farmers. Have had good experience and can furnish first class references. Understand buying and selling and can handle side lines. Address B. Box 12, Grain Dealers Journal, Chicago.

WANT POSITION as Manager or office man for good reliable grain firm. Have had 11 years experience in Track Buying Business and can handle that as well as Country elevator. Can handle everything that goes with a grain business. Address Jno., Box 11, Grain Dealers Jnl., Chicago.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habit. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly?

PARTNERS WANTED.

WANTED to get in a partnership in a good country elevator in which I'd run the station. Must be a good proposition. Am an A1. buyer, temperate, tip top, hustler and all around elvtr. man. Address Woods, Box 12, Grain Dealers Journal, Chicago.

PARTNER WANTED—With or without service. Must have five or ten thousand dollars. Good station. $300,000 business last year. Handle Grain, Coal, Flour, Feed and Implements. Western Ohio territory. For particulars address Square, Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED SEEDSMAN WANTED as equal partner in well established, prominent, growing, mail order Seed Business located in Missouri. Established eight years, the fastest growing House in Central States. Sales increasing 50% each year. A real chance for the proper man who has character, integrity and enough capital to handle half interest. Correspondence solicited, all confidential. Address Missouri Seedsman, Box 11, Grain Dealers Journal, Chicago.

HELP WANTED. WITH INVESTMENT.

WANTED Sales Manager for a Rye and Cereal Mill; immediate employment to a thoroughly reliable and competent man, who can invest from $2,000 to $10,000 in the business. Address Finance, Box 11, Grain Dealers Journal, Chicago.

HELP WANTED

THERE ARE TWO SURE WAYS TO FIND employment. The first is to answer advertisements that appear in this column. If that should fail to bring the desired results, insert a small ad in the Situations Wanted columns.

FERRETS.

FERRETS, 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

MACHINES FOR SALE.

FOR SALE Cheap, No. 4 Western Cleaner in good working condition. W. M. Reckewey, Girard, Kansas.

GRAIN TESTERS—Howe or Fairbanks, 2 quart refitted Grain Testers, $7.00 also new ones all sizes. Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

TWO Monitor Receiving Separators, 2 Double Allis 9x18 rolls; 1 10 bu. Avery Auto. Scale; 1 Duplex pump, hot and cold water, 2,000 gal. per hr. Good order. P. J. Flynn, Supt. Harter Mlg. Co., Fostoria, O.

CAR SAMPLERS—Grain Testers—Seed Tryers—Bag Holders—Scales and Trucks. What do you need? Write us your wants. Howe Scale Co., 409 N. 4th St. St. Louis, Mo.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE.

1—No. 24 Oat Crimper and corn cracker, large size, Made by American Machinery Co. never used.

1 Set French Burr Stones 4 ft. Diam, self balancing boxes and all necessary fixtures or will trade for double stand rolls or reels, or elevators.

Wertz & Shaw, Union, McHenry Co., Ill.

FOR SALE.

1 S. Howes Oat clipper No. 32-41511..$ 250
1—500 Bu. Jones Hopper scale..... 50
1 Twin City Cross Comp. Engine 10x 18x30 1,500
1 Platt Iron Works Surface Condenser 9½x10x12x12 1,500
1 Platt Iron Works Boiler Feed Duplex Pump 6x4x6 100
1 Tate Jones Double Fuel Oil Pump.. 100
2 Bonus Kennicott 110 hp Water Tube Boilers 45-4" tubes 1,000

Insured and inspection 150 lbs. pressure, practically as good as new.

All the above in working order and may be seen in working order 24 hours each day. We will be glad to show it.

Plainville Mill & Elevator Co.,
Plainville, Kansas.

Entire Stock Offered at Fire Sale Prices.

1—16" B.B. Attrition Mill & Drive $220.00
1—22" Ball Bearing Attrition Mill 210.00
1—24" Ball Bearing Attrition Mill 300.00
1—No. 5 Knickerbocker '05 Dust Col. 40.00

All f.o.b. shipping point subj. to prior sale, ⅓ cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.

"Builders of Better Mills."
George J. Noth, Manager,
No. 9 South Clinton St., Chicago, Ill.

FOR SALE—Two No. 5 and one No. 5½ "Monitor" Cracked Corn Graders, capacity for taking Stock from a pair of 9x30 rolls.
2000 Ft. 12" 6 ply New Balata Belt @ 65c per foot.
400 Ft. 16" 6 ply New Balata Belt, @ 88c per foot.
800 Ft. 18" 6 ply New Balata Belt @ 99c per foot.
Two No. 0 and Two No. 1 "Willford" Three roller Feed Mills.
120 feet 2½" Iron Pipe.
100 Feet 1¼" Iron Pipe.

Write for complete list of Bargains. We may have just what you want at the right price, too.

B. F. GUMP CO.
431 to 437 S. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

MOSHER BAG HOLDERS—Have you a Bag Holder—mighty convenient—cost only $4.00. Will ship on trial order if you say so! Write to-day Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

SCALES FOR SALE.

TRACK SCALE—1-100 ton 40 ft. 4 Section Fairbanks style, St. Louis make Railroad Track Scale, Refitted. $250.00. f. o. b. cars St. Louis. Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

FOR SALE—Howe Scale, 30 ton capacity, 36'x12' platform, type registering beam, complete with timbers and under frame. Will be warranted to weigh correctly when properly installed. Wichita Union Stock Yards Co., Wichita, Kansas.

SCALE BARGAINS.

Newly Overhauled, Good Condition. Guaranteed. Immediate Shipment.
4, 5 and 6 ton Standard Wagon Scales.
5, 6, 8 and 10 ton Fairbanks Wagon Scales.
6 and 8 ton Howe and Columbia Wagon Scales.
2,500 and 3,500 lb. Fairbanks Dormant Scales.
2,500 lb. Chicago and Buda Dormant Scales.
Also Portable Scales.

Write for low price and full information.
Standard Scale Co., 1341-45 Wabash Ave., Chicago, Ill.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

ENGINES FOR SALE.

FOR SALE—One 25 h. p. double cylinder International Gas Engine in good shape. Move at once. K. R. Frazier & Co., Colo, Ia.

FOR SALE 1—40 Horse Power Stationary Gas Engine in 1st class condition. Full particulars on application. Write to Advance Machinery Company, Toledo, O.

FOR SALE 5 h.p. DuBois Gasoline Engine with circulating tank, new. Bargain. Also some bargains in refitted gasoline engines. Standard Scale Co., 1341-45 Wabash Ave., Chicago.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

FOR SALE—New WITTE engines at less than usual second-hand prices. 2 H. P., $29.95; 3 H. P., $47.85; 4 H. P., $64.75; 6 H. P., $89.90; 8 H. P., $129.80. Write for prices on 12, 16 and 22 H. P. All styles, Kerosene, Distillate, Gasoline, etc. Liberal trial offer. 5-year guarantee. Sold direct. Witte Engine Works, 3371 Oakland Ave., Kansas City, Mo.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES, BOILERS.

FOR SALE Second hand 50 h.p. Boiler and 35 h.p. Engine. Good working order. Mayville White Lime Wks, Mayville, Wis.

FOR SALE—12 h. p. Red Lion Steam Engine; best condition; also boiler for same in good shape. J. C. Grout, Winchester, Ill.

FOR SALE—One 26 h. p. Jas. Leffel Steam Engine in good condition. John Sikir, Avoca, Wis.

30 h.p. Atlas Boiler and 25 h.p. steam engine for $125. Good condition. J. Howell, (Cammack,) R. F. D. Muncie, Ind.

DO IT NOW

GRAIN DEALERS JOURNAL
315 So. La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of Firm .....

Capacity of Elevator ..... bus.

Post Office .....

State .....

HAY WANTED.

I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 203 Mercantile Library Bldg., Cincinnati, O.

GRAIN FOR SALE.

DO YOU WANT OATS? Make us bids f. o. b. here sacked or bulk. We begin shipping soon. The B. E. MILLER SEED CO., CARLTON, TEXAS.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

SCREENINGS WANTED.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. King Seed Co., No. Vernon, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

ACCOUNTING—AUDITING.

DO YOU want your books audited at a reasonable cost and by an accurate and reliable firm? Address Audit, Box 8, Grain Dealers Journal, Chicago.

INFORMATION BURO

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

AUTOMOBILE BARGAIN.

WILL SACRIFICE 50 h.p. 1912 Palmer & Singer touring car, 4 cyl., 4⅞x5¼; run 9,000 miles; good condition; cost $4,250; best offer takes it. C. S. Clark, 7130 Princeton av., Chicago, Ill.

CRAVER-DICKINSON SEED COMPANY

Buffalo Binghamton

Buy and Sell

TIMOTHY
CLOVER
ALSIKE
ALFALFA
POP CORN

Give Your Ad a Chance to MAKE GOOD

Run it in the

GRAIN DEALERS JOURNAL

OFFICE SUPPLIES.

FOR SALE, Cheap, One McCaskey 160 account filing system for elevator use, including file for all kinds of grain and coal. Pocahontas Grain Co., Pocahontas, Ia.

BIDS WANTED.

BIDS on the Farmers Co-Operative Elevator Kellys, N. D. will be opened at School House No. 25, Rye Township, Grand Forks County, North Dakota, Monday June 26th, 1916. All bids are to be accompanied by certified check for $500.00 and the right is reserved to reject any or all bids. Bids are to be sealed, marked "Bids for Elevator" and sent to Mr. Philip L. Bolack, Grand Forks, North Dakota, Route No. 2.

Plans and specifications may be seen at the Builders' Exchange, Minneapolis, Builders Exchange, Grand Forks, or at the office of the Hickok Construction Company, Contracting Engineers, 818 Flour Exchange, Minneapolis, Minnesota.

SECOND-HAND BAGS AND BURLAP.

WHEAT BAGS FOR SALE.

5,400 second hand cotton bags at 11c each f.o.b. St. Louis, any quantity. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

CORN

95-Day Yellow Dent

Northern Illinois Grown

Germination: 95% and Better

Immediate Shipment

STOECKER SEED CO.

PEORIA, ILL.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. **Price, $2.50.**

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

Directory Grass Seed Trade

ATCHISON, KANS.
Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.
Scarlett & Co., Wm. G., whse. seed merchants.
Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.
Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

BUFFALO, N. Y.
Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.
Illinois Seed Co., The, grass and field seeds.

CRAWFORDSVILLE, IND.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.
Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.
Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.
Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.
LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.

LOUISVILLE, KY.
Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover & grasses.

MACON, GA.
Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.
Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.
Radwaner, I. L., field & grass seeds, exp., imptrs.

PHILADELPHIA, PA.
Philadelphia Seed Co., Inc., The, whse. field sds.

SUGAR GROVE, ILL.
Garton Cooper Seed Co., The, seed merchants.

TOLEDO, OHIO.
The Toledo Field Seed Co., clover, timothy.

CAUGHEY, JOSSMAN COMPANY

DETROIT, MICHIGAN

Buyers and Sellers of

GRASS SEEDS

MINNEAPOLIS SEED CO.

DISTRIBUTORS

TRADE MARK SECURITY REGISTERED

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FIELD SEEDS

TIMOTHY and MILLET Our Specialties

SEEDS FOR SALE—WANTED

SEEDS WANTED.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

BLACKEYE COWPEAS
$1.35 per bushel, bags included, f. o. b. Walkerton.
B. I. HOLSER & CO. Walkerton, Ind.

FIELD SEEDS
AND ONION SETS
WE BUY—WE SELL
HARDIN, HAMILTON & LEWMAN
Louisville Kentucky

YOU CAN'T READ ALL
the market news. Get a summary of it once a week in our Weekly Review. Highlights of the week—facts, figures and factors—grouped for easy, quick reading and reference. Postal request starts it your way.
SOUTHWORTH & CO.
Grain—Seeds—Provisions TOLEDO, OHIO

The Mangelsdorf Bros. Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

RADWANER
RED CLOVER
ALFALFA
DWARF E. RAPE
WHITE CLOVER
ALSYKE
NATURAL GRASS
ENGLISH RYE
RED TOP
EXPORTERS and IMPORTERS
Ask For Prices
44-46 Pearl Street
NEW YORK CITY
I. L. RADWANER

SECOND-HAND
Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the
GRAIN DEALERS JOURNAL
OF CHICAGO

SEEDS FOR SALE.

THOMASSON-MORRISON GRAIN CO., Chattanooga, Tenn.
Headquarters for Southern Cow Peas and Soy Beans. Write us for prices.

GERMAN MILLET. We have a limited supply of German Millet which we can now offer to the market. Correspondence solicited. D. H. Clark, Galt, Mo.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of Grain Dealers Journal, Chicago.

WINTER VETCH
NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

THE W. A. SIMPSON CO.
BALTIMORE, MD.
"CLOVER SEED"
"SUNFLOWER," "D. E. RAPE" GRASSES
Write us for prices—carloads or less.

LOUISVILLE SEED COMPANY
INCORPORATED
LOUISVILLE, KY.
Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

CRABBS REYNOLDS TAYLOR CO.
Crawfordsville, Ind.
GRAIN
CLOVER AND TIMOTHY SEEDS
Get in touch with us.

THE ILLINOIS SEED CO.
CHICAGO, ILL.
We Buy and Sell
Field Seeds
Ask for Prices
Mail Samples for Bids

SEEDS FOR SALE.

SUNFLOWER SEED for sale. P. L. Zimmerman Co., St. Louis, Mo.

FOR SALE—Superfine tested Perrenial and Italian Ryegrasses Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

ALFALFA SEED.
Genuine American grown, carlots or less, priced so as to sell. The Wing Seed Company, Mechanicsburg, Ohio.

WE BUY AND SELL
Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples.
Toledo, Ohio

SEED OATS
Car load lots and less
ANY VARIETY
GARTON COOPER SEED COMPANY
SUGAR GROVE, ILL.

Crawfordsville Seed Co.
CRAWFORDSVILLE, IND.
Mongul and Extra Select Sable Soy Beans for sale.
We have a limited amount of our own raising.

Milwaukee Seed Company
KROP-KING BRAND — WHOLESALE SEEDS — UNION BRAND
LONG DISTANCE TELEPHONE GRAND 672 and 673
104-106 WEST WATER STREET
MILWAUKEE, WIS.
Buyers and Sellers
Medium Mammoth Alsike, White Alfalfa, Timothy, Grasses, etc.
Mail Samples Ask for Prices
"The Live Clover House"

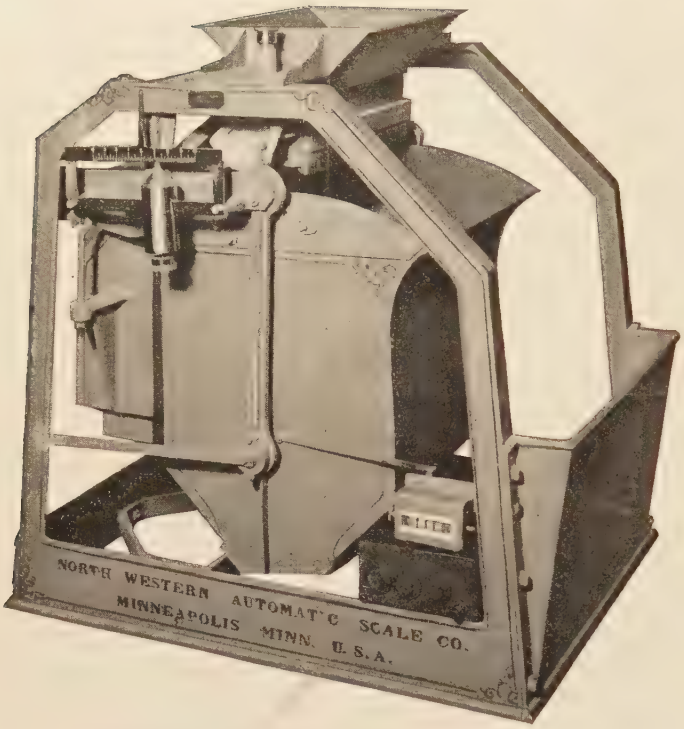
Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

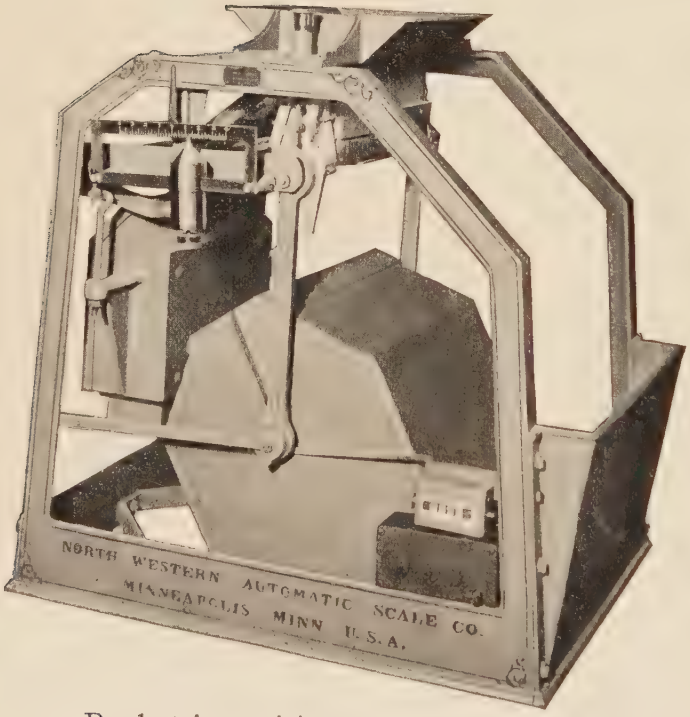
The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 - - - Price, $1.50

GRAIN DEALERS JOURNAL, 315 S. La Salle St., Chicago, Ill.



Bucket in position to receive grain



Bucket in position to discharge grain

Few working parts—little chance for trouble!

The patented tiltable bucket on the **"Northwestern"** Automatic Scale does away with discharge gate operating mechanism and supply gate locking devices.

Note the pictures!

The bucket when full releases and dumps its contents, when empty the weighted bottom swings it back into a vertical position.

Simple, isn't it?

A user of two **"Northwesterns"** says:

> "We are perfectly satisfied with the work of these two scales after weighing nearly half a million bushels of grain over them."

If you have weighing problems, write for

CATALOG A

NORTHWESTERN AUTOMATIC SCALE CO.

305 McKnight Bldg. **Minneapolis, Minn.**

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[Incorporated]
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Charles S. Clark, Manager.

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

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CHICAGO, JUNE 25, 1916

HOLDERS OF LARGE quantities of poor wheat of the 1915 crop owe it to themselves to induce the farmers in the winter wheat belt to strain every facility in an effort to harvest the new crop in prime condition, otherwise much of the poor stuff will have to be held another year, before it can be marketed.

IT IS INDEED unfortunate that any self-respecting publication like Successful Farming should be induced to print a page of misrepresentation under the head of "Organized Price Manipulation" by a man so incompetent to write of the facts as J. E. Kelly, who persists in making false statements, to the great disadvantage of everyone interested in the grain trade.

THE ANNUAL DECLINE in the prices of wheat and oats will surely be forced by the prospective large movement, unless the weather man permits the downfall of rain to delay the harvesting of the crops, as was done last year. If the growers and the country elevator man would hold back good grain until later in the season, they could generally realize more for it than if they rush it to market when everyone else is trying to do the same thing. The terminal storage facilities are not large, and the minute they are congested, grain is at a double discount, and embargoes are raised against further shipments.

THE COST OF handling grain during the crop year 1915-16 has been more than for many years, and we feel certain that country elevator men who carefully prepare a statement, including all the expenses incurred by handling the bad crop grown last year, will find that their margin of profit is inadequate to meet the fixed charges in many cases, and few statements will show a satisfactory profit.

A CHEAP GRAIN tester is worse than no tester, because it is very likely to mislead the user and result in his buying grain on a higher test than it is entitled to receive. If you buy a tester buy the best obtainable ,and be sure it is right. It is also necessary that care be exercised in using the tester, as by pouring the grain into the tester kettle from a height or crowding it down, the test weight can be greatly increased.

THE SECRETARIES of the Western Shippers Associations will meet in Chicago this week to discuss the changes needed in the trade rules of the National Association to make them acceptable to the entire trade. Uniform trade rules, as well as uniform grades, uniform inspection, uniform customs and methods, are necessary to the promotion of cordial trade relations and the elimination of misunderstandings and disputes.

"HOW TO PREVENT EMBARGOES" is the title of a circular being distributed by the New Haven & Hartford R. R., but it contains not a word regarding that company's intention to provide more box cars or to build terminal elevators and warehouses. The circular cannot be read except that the conviction be obtained that at least one railroad thinks the embargoes are caused entirely by antique methods of shippers.

THE UNION PACIFIC Railway has removed from its Nebraska tariffs the clause requesting agents to see that cars are properly coopered before set for loading. As this part of the tariff was removed without permission of the state railway commission, the Omaha Grain Exchange has complained of the action, and every grain shipper in that state should stand back of the complainant in the demand that the service be restored at once.

ARE YOU a Niarg? If not, better join and promote sociability among the grain men of the country. The Ancient Order of Niargs was started last week by the grain receivers of Wichita, who are taking applications for membership and treating the initiates just as tho they love them. While the members of the grain trade have always succeeded very satisfactorily in entertaining themselves, the Niargs can no doubt introduce many new causes for laughter and enlist more of the dealers in the fun-making.

THE LABOR UNIONS will add 20% to the cost of transportation, if their demands made upon the railroads for fewer hours and more pay are complied with by the railroads of the country. The unions are now preparing to take a vote on the advisability of calling a general strike, to enforce their demands. While it is not certain that a strike will be called, still shippers should not enter into any contracts unless their fulfillment is made dependent upon non-interference by strikes.

THE START of a new grain movement has hatched the customary number of scoopers in many sections, these fly by nights appearing, like other pests, wherever they find an opening. The remedy naturally is to give them no opening. It is easier to prevent a nuisance than to find a remedy after it has obtained a foot-hold, and the surest remedy for the scooper nuisance is a better understanding and closer relationship with the grain grower.

SOME SOUTHWESTERN shippers who have suffered heavy losses by having grain in cars destroyed by storms at Galveston, are suggesting the advisability of establishing an insurance company to protect them against losses of this character, in fact some shippers are offering to pay a premium of ¼c per bushel to be relieved of this risk. By communicating with the receivers thru whom they do business at the gulf ports, they can easily be accommodated with protection.

LIGHTNING is wrecking and burning its customary percentage of elevators this season, much damage from that cause being reported in this number. The only positive insurance against destruction by this hazard is a lightning rod or an all metal covering, correctly grounded. The owner of a frame elevator, which as a rule is among the tallest structures in town, should not delay ordering an approved lightning conductor, and when placing the order see that installation is made by a company of recognized standing.

LEAKS were discovered in 433 cars during the month of May, after the cars had been set for inspection at St. Louis. How many the railroads succeeded in repairing before arrival at destination of course is not known. Practically all of these cars were leaking along the box, the small percentage dropping grain from the doors. To help the shippers collect for some of this lost grain the Journal publishes in each number, a list of cars seen leaking in transit. Are any of your shipments listed in that department? If so it can be used as the best of evidence in making a collection. Help brother dealers by reporting essential facts of all cars passing your station leaking grain. Eventually you will be benefited yourself.

BEFORE THE GRAIN of the new crop starts to move, every elevator owner should know that his scales are weighing accurately. It is such an easy matter for the grain scale which is not weighing correctly to put the grain man out of business, that every scale merits vigilant watching and frequent inspection by a scale expert. Every grain buyer tries to keep his scale in working order. The farmers who have scales recognize that fact, but the question remains, "Does he try hard enough to insure accurate weights all the time?"

DUST COLLECTORS were ordered placed in every Oklahoma Elevator by the State Commissioner of Labor recently, but the order has since been suspended, until a more thoro investigation of the conditions surrounding the elevators is made, but the commissioner stands by his demands for safety devices to be placed about all moving machinery. The laws of many states are now requiring operators of all kinds of factories to take every precaution possible to insure the safety and health of employees, and the elevator men cannot hope long to escape the safety regulations.

AN INCREASE in the allowance made for grain doors has been asked of the Dominion Railway Commission on the ground that much of the leakage recently reported was due to inferior doors. It is a rank injustice to require a shipper to cooper a car, supposed to be in good condition, make and place two grain doors in each of the doorways, and then expect him to pay for the material used in that work. If the road's agent will not supply suitable material for coopering and doors the least the railroad can do is reimburse the shipper for his trouble and expense.

DISCOUNTS FIXED entirely by the buyer are becoming more and more unpopular with the shippers. The president of the Indiana Ass'n, at the convention held last week, insisted that the buyer had no more right to fix the amount of the discount than had the seller. In some markets neither party to the transaction has any voice in the fixing of the discount, but it is left to what is known as the Discount Committee, all of the members of which are on the ground and posted as to the different factors entering into the market value of the off grade grain there and then. The buyer is seldom free from prejudice in favor of his own interests, and is really not in position to pass judgment on the discount to be assessed shipper for failing to deliver the grade contract called for. When the amount of the discount is fixed by disinterested parties, the shipper is given more confidence in the fairness of the discount, and will hesitate to raise any objection.

DISPATCH in handling the new crop of grain was promised the shippers present at the recent Wichita meeting by the general manager of the Rock Island Ry. This can not be provided without the co-operation of the shippers, and it was suggested that they load and release cars in two days instead of three as heretofore. A prompter movement of grain will be of sufficient advantage to everyone in the grain trade to warrant the co-operation of shippers with the railroads to the extent requested and it is hoped the response will be general thruout the grain surplus states.

NEW ORDERS of the Interstate Commerce Commission permitting several railroads to disregard the long and short haul clause of the Federal Rate Law, serve again to raise the question as to whether or not the Interstate Commerce Commission was designed to protect the shipping public from the greed of the railroads or vice versa. It would seem improper that the power to amend laws, even in their effect, should be delegated to the Commission. If some action is not taken soon to check the discriminatory tactics of some railroads, more amendments to the law will be needed.

JUDGMENT was recently rendered a Minnesota elevator employe who had been instructed by his foreman to place his hand within the elevator leg in an attempt to remedy a rattling noise. When carrying out instructions the joint of one finger was snipped off by the moving buckets. A little consideration of what might happen would have prevented this casualty. The taking of chances, whether by employes or operators, must be entirely eliminated before a reduction of casualties in grain elevators can be hoped for, and even then the unforeseen will sometimes occur. All moving machinery must be carefully guarded and when repairs are necessary let the first act of the repairman be to stop the machine.

THE APPEAL for legislation presented at the Indiana convention that will encourage the establishment of an American Merchant Marine, carried with it the conviction that the U. S. government had been decidedly derelict in encouraging the building of American vessels. A month ago a bill was introduced by Senator Gallinger which was designed to place a discriminating duty of 10% ad valorem, in addition to the regular duties, on all goods received from foreign countries in vessels not built or owned in the U. S. Other countries have done so much to encourage the establishment of a merchant marine, which should be convertible to the uses of the government in case of war, that it would seem necessary for the U. S. to take similar steps, if vessels sailing U. S. colors are ever to compete in the ocean carrying trade.

AT LAST the Pomerene Uniform B/L Bill has been reported favorably by the Committee on Interstate and Foreign Commerce of the Lower House of Congress, but no results can be obtained unless the grain shippers of the country keep up their fight for the enactment of the bill, just as it left the Senate. No doubt the friends of the railroads will do everything in their power to prevent any legislation along this line, but the welfare of the grain trade is so greatly dependent upon the Pomerene Bill that it behooves grain dealers everywhere to wage an active campaign for the passage of the bill.

CAR CONDITION certificates, or physical reports on every car, were demanded by shippers assembled at the recent Indiana convention as a means of assisting in the collection of claims for grain lost in transit. As most terminal markets are furnishing these reports voluntarily, making a small charge for the service, there is no reason why the practice should not become general. By increasing the inspection force to meet this demand the markets demonstrate their willingness to co-operate with the shippers in the common fight against the carriers, some of whom have made it a rule to fine the crew of a freight train if it fails to hide all evidence of leakage before the car is placed for inspection.

ONE OHIO firm is reported in this number as soliciting shipments of grain direct from growers. There is nothing unlawful in this method of procedure, but it will not add anything to the company's popularity with country shippers who have provided elevators to handle grain. Even the farmer who ships a trial car becomes discouraged. Not being experienced in the matter of preparing a car for shipment it often happens that much of his grain is lost in transit. It only requires one such shipment to create on his part a lifelong friendship for the legitimate elevator operator. Treating the farmer as you wish to be treated by the receiver will do much toward wiping out of many forms of illegitimate competition.

"SAFETY FIRST" is the slogan of one terminal grain market, which is warning the trade against the grain dust in one of its elevators, this dust having accumulated during 32 years of constant service. Calling attention to the hazard will force the operators to clean the plant, after which the installation of a dust collecting system should automatically keep it free from danger. The careful operator, however, will not wait for a public announcement of the danger which exists in his plant. Whether he owns a country station or a terminal elevator it is to his own advantage to keep his plant as free from dust as possible, and this is accomplished more effectively thru the means of the dust collector than in any other way.

CORRUGATED IRON from mail order houses is said to be proving so unsatisfactory that some buyers contemplate hereafter placing their orders for tissue paper, as a substitute for the thin iron supplied. An elevator covered with thin iron is said to rattle so loudly when the winds do blow that some of the grain men rush out of their offices to learn whether or not the bombarding forces about Verdun have not attacked their plants. The thin sheet not only gets loose readily, but rusts out quickly, and seldom gives satisfactory protection to the building very long. When elevator owners come to recognize the difference between heavy ingot iron and thin sheet steel, they will insist upon having the best, and get the protection for their building which they seek.

THE DUPLICATION of market reports to the same country shipper has long been the cause of much waste and the overloading of the shippers' mail without results. In days gone by many shippers of the southwest have received market letters from more than 31 Kansas City firms, but henceforth the number of market letters will be reduced by at least 30, because 31 of the leading firms of the Kansas City market have joined in publishing a daily market letter, designed to give recipients a comprehensive review of the market situation. The consolidated letter will surely receive thoughtful consideration from every recipient, and be filed for future reference. The saving in printing and postage will enable those who have joined in publishing the letter to present much information in clear cut form which the individual firm did not have time to collect or compile. The innovation should prove of advantage to the publishers, as well as the recipients.

TWENTY-TWO FIRES in grain elevators are reported in this number. Four of those reporting the cause attribute the fire to lightning, others to tramps in a nearby freight car, a hot box on shafting, friction in the cupola, overheated boot bearing, and friction caused by a belt which was out of line. The unfortunate loss at Baltimore, resulting in from four to 10 deaths and scores of injuries, not to mention a loss of nearly $1,000,000, was caused by the use of a belt which was so badly worn as to run crooked, permitting the buckets to strike against the leg casing, causing sparks and explosion. It is poor economy to try to keep down the operating expense thru the use of equipment which should long since have been replaced, and it is a serious matter to learn this from experience. The dealer who would avoid this form of loss will profit by the experiences related in each number of the Journal, and guard his plant as effectually as possible against every form of fire hazard.

The Grain Grades Act.

The Grain Grades Act does not seem to meet with the approval of Chief Grain Inspector Bradshaw of Missouri, altho it would in nowise interfere with the work of competent inspectors on his pay roll. The trade recognized the need of uniform rules and uniform inspections when the wide variation in the work of the different inspection departments was made apparent by the samples inspected by the different inspection departments at the Des Moines Convention of the National Ass'n in 1901.

Everyone identified with the grain trade must recognize the great advantage of having all grading rules exactly alike, and the inspections as near alike as it is possible for human judgment to make them. The grain trade needs uniformity, and what is more, it wants it, and the Ruby Bill seems to provide the only possible means of attaining it.

Those who have any flaws to pick in the Grain Grades Act must provide substitutes to help attain the uniformity desired by the trade, before even suggesting the changing of one word in the proposed Grain Grades Act. Uniformity has been sought for many years and the plan provided by the Grain Grades Act seems to be the only practical plan which will get the trade any nearer to uniformity than we are at present. Let the bill be passed and the law given a fair trial. Then if uniformity is not attained, more effective amendments can be drawn, after a few years' experience with present law. Let the Grain Grades Act be passed now!

Inconsistency in Rentals.

The land along the right of way of the Chicago & Alton Ry. is being leased, where possible, to farmers whose land adjoins the railway. More than 100 miles of this land has already been rented, and it is the intention of the railroad company to lease much more. Each mile of land, which contains about ten acres, will bring the railroad an average annual return of $6, the charge to the farmer depending upon the value of the land for farming purposes. It is expected that other railroads will follow the example of the Chicago & Alton, thus aiding the communities along their lines, as well as bringing into their own coffers $600 annually for every 100 miles of right of way leased.

This matter might well be called to the attention of those railroads which charge as high as $50 per annum for enough land to hold a grain elevator. In few instances is the charge as low as $5. Thus, the farmer is given a mile of land, or fifty times the amount required for an elevator, and yet he pays less for a mile of railroad right of way than the elevator operator pays for ground enough for an elevator.

Storing Farmers' Grain a Game of Chance.

Storing grain for farmers is a practice the evils of which keep cropping out in the most unexpected directions. When the practice ends in the financial embarrassment of the grain shipper the farmer is always a victim; local bankers and bondsmen are a close second among the losers and even the terminal market buyer has recently been held for large sums of money due farmers by a grain company that stored the farmers' grain.

A bonding company paid out 10,000 and the Consolidated Elevator Co., of Duluth, assumed $8,000 more on outstanding storage tickets which the North Dakota Grain Co. was unable to redeem, issued for grain received into elevators at Dazey and Walum, N. D.

The right of the state to regulate a public warehousing business also makes the business of storing the farmers' grain one of uncertainty, as the regulations may be changed or are subject to different interpretations, particularly with regard to the ownership of the grain under the particular circumstances which have attended the hauling of the grain to the elevator.

In Nebraska recently, for example, the State Railroad Commission ruled that grain sold by a farmer to a public grain warehouse and delivered in installments on agreement to sell at an indefinite date at the market price on an indefinite date, is not a sale within the meaning of the law. Much grain is being taken in by elevator operators in different states under just such an understanding, the dealer assuming that he owes the farmer but two duties: to pay for the grain, and to settle at the price on a day to be chosen by the farmer. Such a transaction being held by the Railroad Commission to be a bailment and not a sale makes it still more a matter of chance, for who shall pay the insurance premiums or to whom should the policy be paid in case of destruction by fire?

The grain dealer who does not pay for the grain on delivery should protect himself as far as possible by having printed on his storage tickets the essentials of the contract with clauses that protect him from assuming any liability that he did not contemplate. Unfortunately for the grain dealer who mixes the grain of different owners or makes a charge for storage there is no form of contract under which he can evade a certain liability. To store without charge is poor business practice. The safe way to avoid all these entanglements is for the dealer to store no grain except his own.

WITH THIS NUMBER of the Journal we complete Volume XXXVI. It contains over a thousand pages of information of value to every thoughtful grain dealer who desires to better trade conditions. We hope you read every page.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Use Waterproof Cement.

Grain Dealers Journal: After completing our new elevator we have had trouble with water in the basement in wet weather, altho we are on high ground. We intend soon to reface our concrete work with a waterproof coating; and we would advise all builders to use waterproof cement in the foundations of an elevator.—Jno. Dalbey, mgr. Culver Farmers Co-operative Co., Athens, Ill.

Terminal Expense Cuts Shipper's Profit?

Grain Dealers Journal: Most elevators have lost money on the year's business. The shortage in weight and the improved inspection at the other end take all the profit.

If the fellows at the terminal markets will raise their commission, inspection and insurance a little more and add on a few more grades with a few more moisture testers the grain men will have to buy this good, commercial grain from the farmers at about grade No. 23.

No grain is grown in the country good enough for the consumer until it has gone to the terminal market, to appear a little later as No. 2 or better.—C. N. Adlard, Piqua, O.

Basing Insurance Rates on Dealer's Efficiency Impractical.

Editor Grain Dealers Journal: I am well aware of the fact that the columns of the Grain Dealers Journal are open to any one with an idea for the betterment of the grain business, but one can be pardoned for wondering why space was given to "Old Grain Man" to inflict upon a world now burdened with trouble what he pleases to term a new fire insurance schedule for country elevators. There is neither rhyme nor reason in it. We'll bet dollars to doughnuts that the party formulated it to cover the defects that he thinks he sees in his competitor. It is an old story, the insurance man hears it every day. What relation is there, for instance, between Knocking Competitors and Fire Losses; between failure to read trade papers and fire losses; in fact, between any of the defects noted by "Old Grain Man" and Fire Losses?

No doubt the human element has much to do with the enormous fire loss of the country; but who would attempt to measure the human element. "Old Grain Man" cites the case of two elevators, one new, and the other twenty-five years old, both rated the same. At that, the human element considered, the old risk may be the better of the two. But the physical defects of any risk may be measured with a rating schedule. We know that a shingle roof is hazardous, and it is hazardous no matter who may own the property; likewise a corn sheller, a cleaner, a feed mill, a gasoline engine. A tabulation of the losses from these sources gives one a basis from which to figure a rate.

It is just a trifle ridiculous to have a man come in at this date and try to upset the work of half a century. We think "Old Grain Man" has something of the humorist in his makeup.—Insurance Man.

Buyers Liable to Owners for Stored Grain Bot from Elevator Men.

Grain Dealers Journal: The North Dakota Railroad Commission in its efforts to recover for the farmers for the grain stored in elevators at Walum and Dazey and converted by the North Dakota Grain Company, did not work under any statute in North Dakota other than the statute common to most states which provides that the delivery of grain in store is a bailment and not a sale of the grain.

The right to recover for stored property unlawfully sold or disposed of by the warehouseman is as old as the warehouse business, and this commission does not pretend to have established any new principle of law whatever. Any lawyer will inform you that the depositor of stored property retains the title and ownership thereof, and he is not deprived of this by the bailee, or warehouseman, attempting to sell it as his own, but he may follow his property as far as he can trace it and identify it.

The only thing peculiar about the bailment of grain is that ordinarily it is impossible to trace and identify it beyond the possession of the warehouseman, and the common law rule was that where a deposit was made of grain, or other like property, with the expectation that it would be commingled in a common mass of similar kind, deposited by different persons, so that its identity would necessarily be lost, the title to the property deposited passed to the warehouseman, the deposit thus having the effect of a sale.

The statute above referred to changes this rule, and the courts in construing the statute held that the declaration that the delivery shall be treated as a bailment must be taken as meaning that the depositor shall be deemed to be the owner of, and to have on bailment in the warehouse, the amount of grain that he deposits, altho its identity may have been lost by commingling with other grain of the same kind, though not a kernel of the identical grain deposited still remains. As fast as grain is removed and other grain is put into the common mass, the new grain takes the place of that originally deposited, so as to become the property of the depositor. Where grain stored by different depositors is not kept separate, but is put into a common mass, each depositor becomes the owner of an undivided portion of the mass. For instance, if three bailors deposit 25 bus. of wheat apiece with a warehouseman and he mixes it with 25 bus. of his own in a bin, each depositor is entitled to an undivided one-fourth of the entire mass, and the owner himself to an undivided one-fourth, but in case that the warehouseman ships out 25 bus., or any other amount, the presumption is conclusive that he shipped his own grain and not the bailor's grain, and hence they are entitled to their share first out of the residue.

The courts of Minnesota (and it was upon the Minnesota laws we based our right to recover, as the purchaser of the grain from the North Dakota Grain Co. resided in Duluth and the conversion took place there) have taken the most advanced position in protecting the rights of storage ticket holders, doubtless because three of the great terminal grain markets are in that state. They go so far as to hold (Hall v. Pillsbury, 44 N. W. 673), that no presumption of consent to the sale of the ticket holder's grain arises from the fact that it has become a general practice to ship out and sell stored grain; if the warehouseman is also a dealer in grain *his right to dispose of the grain in the warehouse is limited to that which belongs to him.*

This is the law whether the purchaser of the stored grain knew of its character or not, all the authorities agreeing that knowledge of his want of title is not necessary to the liability of one who, without right, disposes of the property of another. Leuthold v. Fairchild, 27 N. W. 503.

That this is the law seems to have been conceded by the Consolidated Elevator Co., for when the Sec'y of the N. D. Railroad Com'isn went to Duluth prepared to demand a return of this stored grain he was very promptly handed a check sufficiently large to cover the net shortage. Whether the bonding company, which as promptly paid over its $10,000, can subrogate itself to the rights of the ticket holders and likewise recover from the Consolidated Elevator Company is an interesting question to the grain trade generally.

This has always been the law, but so infrequently do losses of this sort arise that the grain trade generally is ignorant of it. A little precaution in this case would have averted this loss, because the other dealers on the Duluth Board of Trade knew the financial condition of the North Dakota Grain Co. for weeks and months and the Consolidated was its heaviest creditor. A little precaution maintained in the future, added to this new knowledge will prevent a recurrence of a similar situation.

I think it is fair or just that the law should be as it is. The farmer who raises the grain by the sweat of his brow and confidingly entrusts it to the nearest elevator, has the first claim for protection. He should not be required to investigate the financial condition of the warehouseman soliciting his patronage and store his grain there at his own risk. It is true the state owes him a duty in safeguarding his deposits by permitting only solvent concerns to handle his grain, and perhaps it has not always performed its whole duty in the past (and I am sure this episode will have its beneficial effect upon the legislature of this state as well as upon the grain trade), but, even so, the chambers of commerce and boards of trade in the terminal cities are in position to guarantee such solvency much better than are the state authorities, because they are in better position to be posted.

There is not an elevator in North Dakota, line, independent or farmers (and there are over 2,000 of them) whose financial standing, and methods of doing business, are not familiar to the commission firms and chamber of commerce of the terminal markets, many of them being directly financed by the commission firms and others having their books kept by them.

The present board of railroad commissioners has long advocated a system of state supervision of elevators, similar to that provided for state banks, but has

never been able to induce the legislature to appropriate the money necessary for the task. The lesson taught by this experience will make easy sledding at the next session of the legislature and when the state is in position to inform itself continually of the financial condition of every elevator owner, the danger of loss from every source will be minimized.—Yours truly, W. H. Stutsman, President Railroad Commission, Mandan, N. D.

I FIND the Grain Dealers Journal a great help to me in many ways.—Fred Rose, New Canton, Ill.

A CORN SHOW, the third annual show of its kind, will be held in Salem, Ore., Dec. 4-9. The counties of Marion, Yamhill and Polk will take an important part. A list of prizes exceeding $400 has been offered.

THE TOTAL AMOUNT of wheat imported into Spain during March was 47,953 metric tons, all but 5,000 tons of which came from the United States. There were 15,226 tons of corn imported into Spain during the same month which came from South America.

THE GOVERNMENT'S COMPLAINT asking for the dissolution of the Corn Products Refining Co. has been sustained by Federal Judge Hand in a decision rendered June 24. He announced that the federal trade commission, acting as master in chancery, will arrange the details for the dissolution. Suit was first brot against the company, which is an $80,000,000 corporation with plants in New York, Illinois and other states, on Mar. 1, 1913, under the Sherman antitrust law by the National Starch Co., the Novelty Co. and the St. Louis Sirup & Preserving Co., besides several individual defendants.

RUSSIA is reported by Henry D. Baker, commercial attaché at Petrograd, to have good prospects for the 1916 wheat crop. There has been plenty of moisture as well as sunshine, and the showing at present for the crops seems most favorable. The most reliable estimates as to the acreage, based on information gathered from various sources, indicate that it will be 10 to 15% below normal. The prohibition of the sale of vodka has had beneficial effect on Russian agriculture, for altho the number of agricultural laborers is much smaller than formerly the labor that remains seems to make up in efficiency what it lacks in numbers.

ADULTERATION OF OATS by the addition of water, was alleged by the Government in seizures a year ago of 700 sacks shipped to Pelham, Ga., and 150 sacks to Raleigh, N. C., from Callahan & Sons, Louisville, Ky.; 200 bags shipped to Wilmington, N. C., 200 bags to Athens, Ga., and 225 bags to Macon, Ga., from McDonald & Co., New Albany, Ind.; 1 carload shipped to Cleveland, O., from Paul Kuhn & Co., Terre Haute, Ind.; 1 carload shipped to Philadelphia, Pa., from Indiana, by H. W. Koch & Co., Philadelphia, Pa.; 5 carloads shipped to Newport News, Va., from the W. L. Green Commission Co., St. Louis, Mo., and 2 carloads shipped to Richmond, Va., from S. Zorn & Co., Louisville, Ky.

Our Callers

W. M. Browning, of J. R. Harold Grain Co., Wichita, Kan.

J. J. Fitzgerald, western mgr. Grain Dealers Fire Ins. Co., Omaha, Neb.

A REPORT, published by the authority of the South Australian Government, on the storage and handling of wheat in bulk in South Australia, states that the successful bulk system, as used in Canada, can be adapted to suit South Australian conditions. The report recommends that a system of elevators to handle 30,000,000 bushels in bulk should be built to serve the whole wheat country, and should be controlled by a Government Grain Commission. All the elevators should be fireproof and should be planned for additions to their storage capacity. It is further recommended that permanent grain grades should be arranged in conference with representative departmental and commercial authorities from other Australian States, if possible.

THE STANDARD BARREL act, as enacted by Congress and effective July 1, 1916, makes it unlawful to ship fruits, vegetables and other dry commodities in interstate commerce in barrels of other than 7,056 cubic inches capacity, under penalty of $500 fine or 6 months' imprisonment. The dimensions of the standard barrel are length of stave, 28½ ins.; diameter of heads, 17⅛ ins.; distance between heads, 26 ins.; circumference of bulge, 64 ins., and thickness of staves not greater than 4/10 inch. A smaller barrel is standard for cranberries. Until the present stocks of barrels of different sizes have been worked off grain dealers who occasionally ship barreled commodities should be on their guard against using any other than the standard in interstate shipment after July 1.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

A. G. S. 12034 passed thru Savona, O., June 16, with door open and rain beating in on bags supposed to be full of grain. Report was made to conductor.—Henry W. Bowen, with Geo. T. Bowen & Son.

G. N. 14634 passed thru Hamlet, N. D., June 14, leaking wheat slightly at side door. As much as 10 lbs. leaked out while standing. Reported to station agt.—M. S. Kneisel, of Kneisel Bros.

P. L. 69137 passed thru Otterbein, Ind., June 5, on C. C. C. & St. L. train, leaking white corn over trucks.—Farmers Elvtr. Co.

C. & N. W. 112078 passed thru Onawa, Ia., June 3, northbound, via the Northwestern, leaking wheat freely at corner post. The side door on our side was not sealed and open, so could not get the seal number.—Farmers Elvtr. Co.

N. Y. C. 2661 passed thru Spencerville, Ind., May 31, on eastbound Wabash local, with one door open and leaking grain.—Stiefel & Levy, Ft. Wayne, Ind.

S. P. 85140 passed thru Valley Center, Kan., May 27, leaking white corn on side. Had no time to repair.—Valley Center Grain Co.

The Worry of Wild Speculation.

Selling Chickens Before They Are Hatched.

Asked—Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send in their query for free publication here. The experience of your brother dealers is worth considering. Replies to queries are solicited.]

Clearance Required Between Elevator and Track.

Grain Dealers Journal: We have been required to move our elevator 6 feet away from the railroad track, and would like to know what law authorizes the railroad company to make us move.—Farmers Elevator Co., Illinois.

Ans.: The authority of the railroad company is not based on the law, but upon a regulation of the Illinois Public Utilities Commission as published in Conference Ruling No. 17, which provides that:

"No track shall be constructed adjacent to any building or other structure, nor shall any [illegible] building or other structure be [illegible] adjacent to any track [illegible] clearance of less than 8 ft. 6 ins. from the center of track, measured at right angles thereto."

The same ruling contains regulations in [illegible] other railroads, such as electric and street and [illegible] the [illegible] The foregoing regulation applies also to electric railroads hauling freight. This order was made Feb. 19, 1915.

Clearance requirements have not been established by the federal statutes, or the Interstate Commerce Commission.

Recovery on Oral Contract?

Grain Dealers Journal: In a verbal ('phone) contract to purchase grain when the purchaser has confirmed his contract and mailed same to seller, and seller never confirms the contract and defaults upon which purchaser brings action for damage for breach of contract, is this contract invalid by reason of statute of frauds, when amount involved exceeds $50?

Upon the date of expiration of time limit of shipment we received the following letter from seller, over his signature: "In regard to that car of oats, will say that our farmer never delivered the oats and we was just short the oats. We expect to soon have another car of oats and will give you another chance at this car."

Our contract was for 1,800 to 2,000 bu. oats. No special car specified. The justice court sustained demurrer and we do not, of course, wish to appeal if we have no chance of getting into court.—Miami Flour & Feed Co., Miami, Okla.

Ans.: To make the contract binding it is not necessary that the other party should have signed the duplicate confirmation. Any form of acknowledgement that a sale had been made will serve to get the case into court; and altho the justice of the peace held the contract invalid because not signed, another judge may hold that the letter referring to "That car of oats" was a sufficient acknowledgment of the existence of the contract.

Also under the Oklahoma statutes an oral contract is enforcible by proof even if not written, when the other party prevented its reduction to writing, or verbally promised when in fact he had no intention to perform, and was attempting fraud.

Not having been signed by the other party, and if without other confirmation, the contract is invalid, under the Oklahoma Statute, which follows:

Sec. 9[illegible], Revised Laws of Oklahoma. The following contracts are invalid unless the same or some note or memorandum thereof be in writing and subscribed by the party to be charged, or his agent.

An agreement that, by its terms, is not [illegible]

Quotations on Bulk or Sacked Grain?

Grain Dealers Journal: Do the Chicago Board of Trade [illegible] bulk or sacked grain? If not, how [illegible] quotations be [illegible] sacked grain?—J. L. Stephens, [illegible]

Ans.: The [illegible] of the Chicago Board of Trade [illegible] No [illegible] of grain may be shipped in a car with bulk grain of a different kind.

Is Carrier Liable for Delay?

Grain Dealers Journal: Is it possible to have a claim allowed by the railroad company for seed that had been refused and returned on account of having been [illegible] seed returned being worth several dollars per bushel less than at the time sold?—O. M. Scott & Sons Co., Marysville, O.

Ans.: The railroad company is [illegible] "act of God." The damages recoverable for such unreasonable delay are the decline in market value, or deterioration in quality.

Damages on account of failure of seed to arrive in time for [illegible] to the shipper unless he gives the carrier notice that the consignment had to arrive to meet a certain sale or a seasonable demand. Following are some decisions of the courts bearing on this question:

Delay in Transportation.—[illegible] Co. Supreme Court of Iowa. 124 N. W. [illegible]

Damages for Carrier's Delay.—Special damages for delay in shipment of goods [illegible] —Mills v. Southern Ry. Co., Carolina division. Supreme Court of South Carolina. 71 S. E. 77[illegible]

Carrier Liable for Delay.—A shipment having been accepted for transportation without notice to the shipper that there was a shortage of cars and [illegible] should be held liable for damages for unreasonable delay.—M., K. & T. [illegible] Hally-Clement Grain Co. Court of Civil Appeals of Texas. 124 S. W. 2615.

Damages for Delay by Carrier.—The damages recoverable for delay in transportation of freight is the difference in the [illegible] of which the carrier had notice that the shipper would likely sustain by reason of the detention of the property.—Tharaldson & Co. v. International & G. N. R. Co. Court of Civil Appeals of Texas. 138 S. W. 984.

Measure of Damages for Carrier's Delay.—Where the market price at destination on the day that a shipment of holly should have arrived was in excess of the shipper's contract price with a dealer there, the shipper might recover the difference between the contract price and the market price at destination on the day notice of arrival was given to the dealer. In such case, even if the market price at destination was in excess of the contract price when the car arrived, a limitation of damages to the difference between the contract price and the market price at arrival was beneficial to the defendant, so that it could not complain.—Kansas City Southern Ry. Co. v. Mabry. Supreme Court of Arkansas. 161 S. W. 274.

Liability of Carrier for Shortage?

Grain Dealers Journal: In the issue of May 25 in questions and answers, we note in reply to a letter from Bartlett & Co., Norwich, Kan., that in a Kansas case it was decided that the railroad company was responsible for shortage even if its records did not show that the car leaked. We would like to know just what would apply to shipments made in Indiana.

We frequently have shortages and have claims turned down by the railroad company if a car arrived with no evidence of leakage. We weigh all of our grain [illegible] and use our own scales. We do not like to lose these claims and do not know whether we have any further recourse.—Stiefel & Levy, Ft. Wayne, Ind.

Ans.: The same principles apply in Indiana as in Kansas. The carrier is liable for the amount lost in transit, after the shipper has proved that it was delivered to the carrier in good condition, and the railroad company, after the record was made of any [illegible] is [illegible] the train crew [illegible] sale [illegible] the [illegible] sale [illegible] the [illegible] shipment [illegible] the [illegible] railroad [illegible]

Final Examination St. Paul's School for Managers.

Teacher—What's the first essential to success in the operation of a country elevator?

Bright Student—Get the grain regardless of price.

Teacher—When a director of your co-operative company drives up with a wagon-load of wheat what should you do?

Student—Give him two grades higher than his wheat is worth.

Teacher—Right! Where must grain be shipped in order to sell it at a profit?

Student—Ship it to a capital city which has no buyers or manufacturers in need of it, so the buyers elsewhere must pay more to get it.

Teacher—That is good. To [illegible] should all grain be consigned?

Student—The Equity Co-operative Exchange.

Teacher—When your company goes broke from too many losses of shipments sold for less than cost in the country, what excuse should you make to the stockholders?

Student—Tell them J. P. Morgan and the allies have been bearing the wheat market.

Teacher—Why should grain be shipped on a straight bill of lading?

Student—So car can be unloaded promptly without [illegible]

Teacher—[illegible] an opening for you tomorrow.

A SMALL PARCEL of [illegible] bus. Argentine corn, negotiations for which were recently completed, cost $1c at an Atlantic port, in bags, June shipment.

A PROTEST against the continuation of the stamp tax on future transactions on Change, including [illegible] has been made by the St. Louis Merchants' Exchange. The Ways and Means Comite of the House is considering the repeal of the present law, and will draft a new law, in which it is hoped the grain tax can be eliminated.

Kansas and Missouri Dealers at St. Joseph.

A joint meeting of the Kansas-Missouri Dealers was held in St. Joseph, Mo., June 23d. After a ride over the boulevards of the city the visiting dealers were taken to the Lotus Club on the banks of beautiful Lake Contrary.

The meeting was called to order by Pres. J. L. Fredericks of the Missouri Grain Dealers Ass'n. After extending a brief but hearty welcome to visitors Mayor Marshall of St. Joseph was introduced. In a short talk Mayor Marshall assured the visitors that the hospitality of St. Joseph was at their disposal and that he hoped they would take advantage of it. In his speech he called attention to the rapid growth of St. Joseph from every commercial viewpoint, particularly grain.

J. W. Graver, pres. of the St. Joseph Grain Exchange, made the following address of welcome:

President Graver Welcomes Visitors.

On behalf of the members of the St. Joseph Grain Exchange, I welcome you to our city. We are glad to have you with us, and I hope that you may have this afternoon a pleasant and a profitable meeting.

You have chosen the season of the year to pay our city a visit when nature is at her best, and a time when the wheat fields give promise of a golden harvest. You are on the eve of closing a year's business that has been, no doubt, unpleasant and unprofitable by reason of very unsatisfactory grain that you have been compelled to handle, to say nothing about unsettled market conditions.

I am sure it is going to do you good to lay aside your business cares, forget your troubles and come here to meet and talk with men interested in the same line of business.

I am happy to state that a new year in the grain and milling business is dawning, and from present prospects it looks as if it would be a satisfactory one, for certainly crop conditions promise well throughout the St. Joseph territory.

I am a firm believer in these meetings and believe they do you good, and everyone directly and indirectly interested. They bring you closer together where you meet your neighbor and your competitor. They afford you an opportunity to become better acquainted. Time was when we were taught to look upon a competitor as a man unworthy of confidence, and that we should "steer clear" of him. That feeling, I am glad to say, no longer exists. It should not exist, for we are all striving to reach the same goal, or, success in our particular line of business. We are all agreed as to what we are striving for, and only do we disagree in non-essential details as to how we shall prosecute our business in order to reach that for which we strive.

These gatherings have been the means of putting the grain business on a higher plane.

Your associations are doing a great work. You have accomplished much in the last few years in the way of bringing about more satisfactory conditions, but there remains much to be accomplished. I hope the time will come, and I believe it is coming, when it may be said that a grain man needs no higher recommendation than to say that he belongs to one of your Associations.

It is needless to say that the grain men should co-operate. Co-operation is the magic word that spells success in any undertaking. Without it success is not possible. Conditions surrounding the grain business are such that you must co-operate, for no individual or firm is large enough to fight his or their battles alone in these strenuous times. You need a united body to grapple with the troubles that beset your business.

A few years ago, when you shipped a car of grain, you could not even forecast what your returns were going to be. Now you can ship secure in the feeling that you will get at Terminal Markets proper grading and honest weights.

I believe a word in reference to what the St. Joseph Grain Exchange is endeavoring to do would not be out of place. While we are young and small, our little band is working courageously to build up a better market for St. Joseph. We are working "shoulder to shoulder" with all other Exchanges to improve trade conditions. We are endeavoring to put our Ass'n on a higher plane. We propose to build up an Ass'n whose membership will be a credit to any Terminal Market. We also propose that our members shall treat the buyer fairly. We expect and want a membership in our Ass'n to mean something. We are growing in numbers and our elevator capacity is rapidly increasing.

We expect, within a short time, to have larger and more commodious quarters. The next time you are with us, and I trust it will be soon, we hope to show you a real live Grain Exchange.

In conclusion, I want to say that the gates of our city are open to you—the keys you carry—and if you cannot find what you want, the members of the St. Joseph Grain Exchange are here to act as your guides.

Our best wishes go out to you for a profitable meeting and a pleasant sojourn in our city.

E. L. Betton, Supervising Inspector of the Kansas State Grain Inspection Dept., talked at length on the inspection of grain by the Kansas Dept.

Jas. T. Bradshaw, Warehouse Commissioner of Missouri, caused the sensation of the day by giving his views of the Ruby Bill now before Congress. He brought out its good points and how they would affect the trade, told of its disadvantages and urged that every grain dealer do his part in securing the passage of the bill as a help to the dealer in whole instead of in part. His talk brought on much discussion.

E. D. Bigelow, Sec'y of the Kansas City Board of Trade, spoke of the inspection departments of both Kansas and Missouri and praised each department for the harmony in which they worked. He took exception to some of the remarks of Mr. Bradshaw on the Ruby Bill which brought on further discussion of this bill and its effect on the trade.

J. A. Gunnell, Sec'y of the Missouri Grain Dealers Ass'n, took the floor and defended the bill and asked for a vote from those present. There was no opposition.

J. W. Wilson read a paper on the Chemistry of Wheat.

Claude Morton, chairman of the Traffic Committee of the Missouri Grain Dealers Ass'n, gave an interesting talk on the excessive freight rates in Missouri. He displayed maps showing the comparative rates in Missouri and in other states.

E. J. Smiley, Sec'y of the Kansas Grain Dealers Ass'n, was forced to make his talk short on account of the late hour. He spoke of the Port of Galveston and its effect on Kansas grain shippers. He told of recent trips to that port and the conditions prevailing. In conclusion he asked that every grain dealer give his support to the Ruby Bill.

The afternoon session adjourned at 6 p. m., after which the visitors enjoyed the privileges of the club.

In the evening a banquet was given in the dining room of the Lotus Club, Ewing Herbert acting as toastmaster. Short talks were made by Raleigh Martin, R. T. Forbes, J. O. Barkely, J. O. Ballard, V. P. St. Louis Merchants Exchange, E. D. Bigelow, W. S. Washer.

Following the banquet there was a cabaret performance consisting of songs and music by the club's orchestra. This brought to a close one of the most successful joint meetings ever held by these associations.

CONVENTION NOTES.

Wichita sent Paul Phillips.

The railroads of course were well represented.

Geiger Grain Co. distributed match box holders.

Sec'y F. P. Manchester represented the Omaha Grain Exchange.

W. M. Hirschy, with J. C. Shaffer & Co., was the sole Chicago representative.

C. A. Johnson, Ft. Madison, and B. H. O'Meara were the Iowa representatives.

Jas. L. Tipton, representing Barnard & Leas Mfg. Co., was the only supply man present.

C. H. Blanke, L. E. Davey, W. W. Young and W. S. Washer came over from Atchison.

Wilser Grain Co., Elwood Grain Co. and the St. Joseph Hay & Feed Co. distributed pencils.

St. Louis sent J. O. Ballard; J. C. Burke, reptg. Langenberg Bros. Grain Co.; Eugene Smith, sec'y Merchants Exchange; Isaac Motten, Marshall Hall Grain Co. and J. M. Chilton.

Kansas City sent a large delegation, including F. D. Bruce, Bruce Bros. Grain Co.; W. W. Simmons, Ernst Davis Com. Co.; J. L. Walker and Jack Leahy, E. E. Roahen Grain Co.; D. L. Croysdale, Croysdale Grain Co.; W. G. Haseltine, Moss Grain Co.; C. A. Denton and J. V. Smith, Smith Vincent & Co.; J. A. Wilson, E. R. Welch, Chas. Cooper, Frank Barrett, A. R. Aylsworth, F. O. Zimmerman, R. R. De Armond, M. C. Fears, Chief Grain Inspector.

Missouri dealers present were: V. T. Altus, Unionville; C. E. Andrews, Helena; R. L. Brown, Renshaw; R. R. Clark, Weston; J. J. Culp, Warrensburg; W. C. Evans, Union Star; J. F. Hughes, Osborne; C. A. Hurst, Bolckow; L. M. Kibler, Parnell; L. L. Lawrence, Craig; H. F. Leet, Mayville; H. L. McClain, Agency; C. W. Moore, Barnard; G. M. Northup, Platte City; Chas. F. Owens, Lees Summit; J. C. Rollofson, Barnard; W. H. Seaton, Lathrop; J. A. Sellers, Lathrop; L. L. Teare, Craig; F. M. Ward, Craig; Cecil Wayland, Carrollton; A. Whitten, Whitten.

The Kansas dealers present were: Sylvas Andrews, Carden; E. W. Bailey, Baileyville; D. W. Becker, Meridan; Paul Bottiger, Highland; J. F. Brant, Robinson; J. E. Clark, Doniphan; L. Cortelyou, Muscotah; W. S. Gabel, Beloit; G. H. Geiger, Everest; W. H. Hilt, Berns; Edgar Johnson, Everett; Geo. W. and Oscar Kinkead, Troy; C. D. Kinnear, Powhattan; T. L. McCormack, Leona; J. McManus, Goffe; B. E. Stratton, Topeka; Oscar Nelson, Moray; J. H. Pauly, Purcell; B. E. Stratton, Powhattan; Geo. Swartz, Denton; L. J. Woodhouse, Lancaster.

THE GRAIN STEAMER Arachne is reported aground near Pointe Platte light, little Miquelon island, off the coast of Newfoundland, having gone ashore during a dense fog.

RECENTLY when the stock of wheat in a city in southern Spain became almost exhausted the government authorized the requisitioning of a cargo of 6,000 tons of wheat enroute from Argentina to Spain, and the vessel with its cargo was ordered to proceed at once to the port where a bread shortage was threatened. This action was taken in compliance with a law enacted in February, 1915, empowering the Spanish government, when conditions warrant, to acquire and sell food products and raw materials, and to adopt such measures as it may deem expedient in relation to vessels under the Spanish flag. The wheat thus secured is to be placed at the disposal of a millers' ass'n at $2.94 per 100 lbs., with the obligation that the millers sell the flour at $3.92 per 100 lbs.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ALABAMA.

Huntsville, Ala., June 19.—Grain crop, such as wheat, oats and rye, damaged a good deal by recent heavy rains, altho some was saved before the rain; there will be little of these crops to offer from this section.—I. Wind & Co.

CANADA.

Winnipeg, Man., June 12.—Estimated acreage under crop, Manitoba, Saskatchewan and Alberta, June 7, as follows: for 1915, wheat 12,540,000, oats 6,621,000, barley 1,153,000 and flaxseed 643,000; for 1916, wheat 10,597,000, oats 6,919,000, barley 1,787,000 and flaxseed 643,000; wheat decreased 15.5%; oats increased 4.5% and barley increased 5.5%. Reports indicate that seeding conditions were splendid, but 10 days late, with good weather over practically the whole territory since seeding; with the exception of damage from windstorms in some districts, crop looks good. —Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

COLORADO.

Pueblo, Colo., June 20.—Present outlook for wheat and oats is for a smaller yield than last year account dry weather.—Graybeal & Cline.

ILLINOIS.

New Canton, Ill., June 10.—About 60% corn planted; lots to be replanted if possible; weeds bad and too much rain; will have very little wheat here.—Fred Rose.

Sidney, Ill., June 16.—Corn growing well; a little wet for it but fields are clean; oats making good progress; some of the early ones are heading out; looks like some early oats; with successful season from now on will certainly have big oats crop.—Sidney Grain Co.

Decatur, Ill., June 21.—Reports show a greatly decreased wheat acreage; average about 37% of last year's sowing; condition 35% less than last year; average yield 23 bus. Oats acreage about 2.6% greater than last year; condition decreased 3%. Corn prospects indicate big crop; acreage increased 4%; condition 92%.—E. B. Hitchcock, sec'y Illinois G. D. A.

INDIANA.

Poseyville, Ind., June 16.—Wheat will not be more than half crop in this section. —Poseyville Mlg. Co.

Riley, Ind., June 19.—Wheat will make 30% of a normal crop; oats acreage greatly increased; condition 90%; about 95% of corn planted; good stands reported; all crops need warmer weather.—H. W. Earley.

IOWA.

Spencer, Ia., June 19.—Corn looks good except in low spots where there is too much rain; oats same with weeds in good condition in low spots; corn needs some warm weather; too much cool weather for strong growth lately.—De Wolf & Wells Co.

Rodman, Ia., June 24.—Early oats beginning to head; some very short and thin; corn growing slowly; is 2 weeks late; plenty of moisture and continued cool; do not think crop conditions are improving in this locality.—D. T. Slaughter, mgr. Turner & Frye.

Davenport, Ia., June 24.—The 1916 crop season will show no increase in barley acreage; splendid outlook at present for abundant barley yield per acre; all small grain looks fine; very promising for large yield; corn shows vigorous healthy stand; color splendid; weather seasonable; the 1916 winter wheat yield and quality will surprise the most sanguine.—D. H. Stuhr, mgr. Middle West Crop Buro.

Des Moines, Ia., June 20.—The week was unseasonably cool with a decided deficiency of rainfall and an excess of cloudiness. The average daily temperature was about 6° below the normal and the nights were especially cool. Tho the rainfall was below the normal, showers were frequent, but not sufficiently heavy to interfere materially with farm work. The cultivation of corn was rushed and in the southeastern counties planting and replanting was finished. The fields are now generally clean, but the crop is a week to ten days late. Over a large part of the state the second cultivation is nearing completion. Small grain is generally in good condition and doing well, but in some localities oats are yellow, and rust is reported in winter wheat in Marion and Madison counties. Early oats and barley are heading. A good rain and warmer weather is needed for corn and rain would be highly beneficial to small grain.—Iowa Section Weather Buro, Dept. of Agri.

KANSAS.

Seguin, Kan., June 23.—Wheat will average about 15 bus.—Seguin Grain Co.

Dundee, Kan., June 23.—Wheat is good grade and will average about 15 bus.—G.

Ada, Kan., June 8.—Crop good; wheat will average 15 bus. per acre.—Percy Reed.

Dodge City, Kan., June 21.—Wheat in fair condition but will not average over 8 bus.—W.

Pratt, Kan., June 21.—Have some of the best wheat in the state; will average close to 18 bus.—G.

Jetmore, Kan., June 21.—Wheat acreage larger than last year; will average from 10 to 12 bus.—W. G.

Greensburg, Kan., June 21.—Wheat acreage same as last year; grade better and will average 12 bus.—G.

Wichita, Kan., June 14.—Prospects thruout southern Kansas fine for crops; oats hurt some.—Geo. Whitehead.

Kiowa, Kan., June 14.—Wheat is best grade in years; will average about 15 bus.; farmers will start cutting now.—G.

Bucklin, Kan., June 21.—Wheat in fine condition; will average close to 15 bus.; acreage about same as last year.—G.

Lawrence, Kan., June 22.—Wheat around this city looks fine; corn is in bad shape account wet weather.—Barteldes Seed Co.

Larned, Kan., June 23.—Farmers just beginning to harvest wheat; grade is exceptionally good and yield will be about 10 to 12 bus.—G.

Belle Plain, Kan., June 17.—Oats are a failure; good crop of corn; 3 times as much wheat will be harvested as in any former year.—C. Knox.

Wellington, Kan., June 14.—Wheat prospects fair; will be good grade if it does not rain from here out; will average from 10 to 12 bus.—W. B. G.

Wichita, Kan., June 14.—From Wellington to this city on the Rock Island, heavy rains last night have made farm lands look like swamps.—W. B. G.

Ellinwood, Kan., June 23.—If weather conditions continue to be favorable wheat will be best grade and yield in years; average from 12 to 15 bus.—W. B. G.

Hoffman, Kan., June 12.—Wheat in this county will average 10 to 30 bus.; in this township 20 to 30 bus.; acreage about same as last year.—Mr. Helvig, Hoffman Mills.

Pawnee Rock, Kan., June 23.—A large portion of Pawnee County has suffered from hail storms, leaving only about 40% unharmed. What little is left is good quality and will average about 12 bus.—G.

Topeka, Kan., June 12.—Wheat from Kansas City to this place, on the Santa Fe, looks fine. Between this city and Detroit, on the U. P., also is in good shape; between here and Enterprise it is ripening nicely and should be ready to cut in a short time; oats I saw also looked good. While corn is a little backward the rains of the past few days and this broiling Kansas sun ought to bring it out in a hurry.—B.

Chase, Kan., June 23.—Present indications are that wheat will be best grade and yield in years, providing it does not rain again before harvest which will start next week; average from 12 to 15 bus. with many 25 bu. fields in the territory.—W. G.

Bentley, Kan., June 12.—Had a 7 in. rain on June 5 and a 2 in. rain on June 10; all low land flooded; think crops are damaged about 30% to date; still looks bad; oats are entire failure here. I have traveled over north half of Sedgwick County and south half of Harvey County and estimate wheat will make about 15 bus. on an average if we do not get more rain.—J. A. Armour.

Topeka, Kan., June 22.—Winter wheat estimated yield 90,226,000 bus.; average yield 11.63 bus., which is 2 bus. less than a month ago; total abandonment since April is 256,000 acres or nearly 10% of acreage sown, as against 5% in April. This is due to Hessian fly, dry weather in some parts, excessive rains in other sections, floods, hail, green bugs and rust. Corn acreage increased 47% and is largest since 1912; condition 81.2% or 16.2% higher than a year ago; present soil conditions excellent. Oats acreage same as last year; condition 63.2%, a decline of 12.5% in past month, account damage by green bug.—State Board of Agriculture.

MICHIGAN.

Parma, Mich., June 10.—Spring crops backward account wet weather; wheat looks bad; some pieces of ground showing rust; more than usual amount of wheat acreage will be plowed up.—James A. Dean, pres. Parma Mercantile Co.

Lansing, Mich., June 7.—Wheat average condition 82%, compared with about 81% on May 1 and 91% a year ago; rye condition 87% against 91% last year. Corn acreage planted or to be planted compared with last year 96%; condition 86% compared with an average. Oats condition 87%, against 91% last year. Barley acreage sown or to be sown, compared with last year is 93%.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Viking, Minn., June 10.—Crops look good now; have had plenty of rain; spring has been cold.—Agt. Spaulding Elvtr. Co.

South Haven, Minn., June 10.—Small grain looks fine; corn backward but good stand.—N. F. Goode, agt. Osborne-McMillan Elvtr. Co.

Le Sueur, Minn., June 10.—Small grain looks good; rye heading out; corn backward account cold weather and too much rain.—Wierwill Bros.

Rochester, Minn., June 24.—Continued wet weather almost spells another corn failure; farmers report weakening stand, small grains also.—Western Grain & Coal Co.

Granada, Minn., June 23.—Small grain looks good here; corn backward unless weather warms up crop will be light again. —Chas. E. Braun, agt. De Wolf & Wells Co.

St. Peter, Minn., June 15.—All crops late owing to cool wet weather and rain nearly every day; a 10% decrease in wheat and oats acreage; early corn had to be planted over; late planted coming all right.—E. J. Matteson.

Franklin, Minn., June 23.—Crop conditions fair; wheat on high land looking pretty good; turning yellow on low land; barley just fair; oats most promising crop we have here; heavy rain last night which we did not need; corn 3 weeks late.—J. Devereax.

Minneapolis, Minn., June 21.—The following reports received by us cover the conditions generally: Southern Minnesota: "Small grain looks well, considering cool weather; corn fairly good stand but 2 weeks late; ground in fine shape; warm weather badly needed." Northeast Minnesota: "Crop 10 days behind last year but looking well; seeding completed; flax acreage about same as last year; barley increased 10%; warm weather needed." Central Minnesota: "While small grains are somewhat backward, they have a good

start and are developing rapidly; think conditions promising; exceptionally good weather needed to make a corn crop.—Van Dusen-Harrington Co.

MISSOURI.

Arcadia, Mo., June 23.—Wheat only fairly good in this section; fly has damaged crop one-third at least.—Wm. E. Hall.

Harrisonville, Mo., June 20.—Wheat nothing extra; oats look good; too much rain for corn.—Moudy Bros. & Hatton.

Amsterdam, Mo., June 16.—Oat crop greatly improved during past 10 days; few fields of good wheat, but the larger per cent on an average crop; larger per cent corn crop very good; few fields damaged with weeds and grass; with continued good weather for another week corn will be in good condition.—Blaker Lumber & Grain Co.

Missouri, June 12.—Wheat crop will not be over 50% of the 10-year average; in some sections improvement is noted and in other sections hessian fly and storms have injured the prospects; a yield of 15,000,000 bus. is a very liberal estimate. Corn acreage in central and southern part of state will show from 10 to 15% increase over last year. This is due to large amount of wheat land being replanted to corn and also to favorable weather conditions during early planting season. About 20% of corn in northern section has not been planted account cool wet weather. In all parts of state corn shows good stand and healthy growth and with favorable weather conditions for next 10 days, acreage will be slightly increased with favorable prospects. Oats acreage shows slight increase over past years, especially in central and southern parts where acreage is small; condition at present very favorable; show healthy growth and splendid color.—J. A. Gunnell, sec'y Missouri G. D. A., Mexico.

MONTANA.

Geyser, Mont., June 12.—Small grain in this section very backward owing to cold spring; with favorable weather may develop into a fairly good crop.—N. H. G.

NEBRASKA.

Friend, Neb., June 17.—Wheat looks fine here; corn backward; oats fair.—Isaac N. Meyers.

Peru, Neb., June 20.—Wheat promises to be good crop.—E. S. Canady, vice-pres. Farmers Grain Co.

Pickrell, Neb., June 8.—Crops in this locality in excellent condition.—B. B. Swallow, agt. Omaha Elvtr. Co.

Bushnell, Neb., June 12.—Farmers almost thru sowing; all grain that is up looks good; prospects of good crop; we harvest about Sept. 15.—T. H. Adamson, mgr. Bushnell Grain Co.

Carroll, Neb., June 19.—Early oats heading out; look to be in best condition; prospects for bumper crop of oats and other small grain; corn a little slow account cold nights; prime stand; prospects good.—H. Fitz Simmons, of Farmers Union Ass'n.

NEW MEXICO.

Melrose, N. M., June 19.—Wheat harvest has begun; condition wheat, 50%; condition corn, maize and broom corn, 75%; poor stand of summer crops; very dry here.—Robert Stone, of Clovis Mill & Elvtr. Co.

NORTH DAKOTA.

Stewartsdale, N. D., June 13.—Spring work nearly completed in this locality; wheat acreage decreased; coarse grains acreage increased; considerable breaking was done for flax.—Wm. A. Clark.

Loma, N. D., June 14.—Crop prospects in this section good; wheat acreage 10% less than last year; more oats and barley; spring was late but grain is doing fine.—Henry Haugland, agt. Northland Elvtr. Co.

North Dakota, June 21.—Have received the following reports which cover the conditions generally: From northern part of state: "Fine growing weather past week; never saw crops look better; around Perth and Rolla late, but growing fast." Central part: "Small grain crops have done well the past week; corn doing nothing and not much show for corn crop in this section." North central part: "Drove from Devils Lake to Esmond today; most crops simply perfect and making fine progress; rye headed out but stand thin." Western part: "Crops look promising except the very late seeded; wheat acreage cut 15%; small increase in barley and oats and 20% increase in flax."—Van Dusen-Harrington Co., Minneapolis, Minn.

OHIO.

Upper Sandusky, O., June 12.—Only 25% crop in this county; wheat fields that came thru look good; oats in general look fine.—Bowen & Sons.

Lancaster, O., June 17.—Wheat will be about 50% normal crop in Fairfield County; wheat thin on ground which is full of weeds; corn now doing well, but is a little behind normal.—Graham Mlg. Co.

Sidney, O., June 15.—The crop outlook is not encouraging here. Corn small and much of it very weedy. Wheat will not be over half crop in yield on a small acreage. Oats 10% short in acreage and but very few good fields; many fields very weedy.—E. T. Custenborder & Co.

OKLAHOMA.

Rusk sta. (Fairview p. o.), Okla., June 22.—Wheat averaging about 10 bus.; corn growing fine.—W. L. Lackamp, agt. Cox-Henry Grain Co.

Carnegie, Okla., June 10.—Wheat about 60% of last year; plenty of rain for spring crops; country prosperous.—J. R. Thomas, of Thomas Brink Grain Co.

Cherokee, Okla., June 22.—Wheat will be very good quality this year; yield will be light; threshing will begin next week.—F. A. Hague, mgr. Alfalfa Meal & Mlg. Co.

Oklahoma, June 10.—We are all optimistic down here as to the probable threshing outturn of Oklahoma wheat, believing that the crop killers worked overtime in that state and that recent rains have repaired considerable of wheat in some sections damaged at the time of the state meeting at Oklahoma City.—R. T. Miles, chief grain inspector, Galveston, Tex.

Nash, Okla., June 17.—Green bugs damaged wheat considerably and they got all our oats; has been very dry here all spring but are getting lots of rain now; corn growing fine; lots of kafir corn being planted; will be some planted on the wheat stubble; great deal of damage has been done here and in Garfield county.—P. M. Combs, sec'y-treas. Nash Equity Exchange.

SOUTH DAKOTA.

South Dakota, June 21.—In territory east of Missouri River small grain fine where properly put in, but weedy where seeding into stubble. Corn has made wonderful improvement past few days; still very late, but good stand except in low spots.—Van Dusen-Harrington Co., Minneapolis, Minn.

Waubay, S. D., June 17.—Wheat 40 to 50%; oats 60 to 70%; barley 75 to 80%; no corn; our wheat is only 6 to 8 in. long and 50% is weeds and wild oats; too cool for anything to grow; reports are that the roots of wheat are growing big but it is the head of wheat that brings the flour.—Jorgen Pedersen.

Duke, Okla., June 17.—Harvesting season at its zenith; yield will be lighter than usual; averaging around 10 bus. of wheat and 25 bus. of oats; redeeming feature is the quality of grain; will be plenty of No 2 wheat.—Maples & Hicks.

TEXAS.

Celina, Tex., June 19—Wheat yield in this country light; crop damaged by rain.—Celina Mill & Elvtr. Co.

Miami, Tex., June 10.—Wheat prospects about 40% of last year; good rain last week but too late to help crops much; yield will be from 5 to 15 bus.—W.

Higgins, Tex., June 10.—Wheat about 50% of last year; will be better grade if it does not rain too much from here out; harvest will start in about a week.—G.

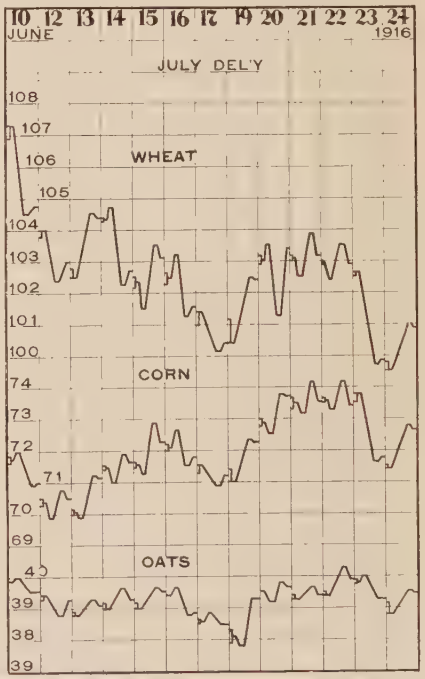
Glazier, Tex., June 10.—Dealers in this section feel rather blue over crop prospects; think it will not be over ⅓ of last year; had good rains June 8 but wheat is too far advanced to do much good.—G.

WISCONSIN.

Evansville, Wis., June 20.—Small grain looks very promising at this time; have had plenty of rain for all kinds of seeding.—L. A. Baldwin.

Chicago Futures

Opening, high, low and closing quotations on wheat corn and oats for July delivery at Chicago, for the last two weeks, are shown on the chart herewith.



Daily Closing Prices.

The closing prices for wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

	June 10.	June 12.	June 13.	June 14.	June 15.	June 16.	June 17.	June 19.	June 20.	June 21.	June 22.	June 23.	June 24.
JULY WHEAT.													
Chicago	104⅝	103	104⅜	102⅝	103	101½	100⅜	102⅜	103⅜	103⅛	102⅞	99¾	100⅞
Minneapolis	110⅜	108¾	109¾	108⅛	109¼	107¾	106⅝	108½	108⅝	108⅞	109⅛	106	106¾
Duluth	111¼	109½	110⅝	109⅛	110⅜	109	108¼	110	110⅞	110⅝	110⅞	107¾	108¾
†Omaha	102½	100½	100½	100½	99	97½	95½	97	....	97	99½	96½	96
St. Louis	102⅛	101⅛	102¼	101	101½	100⅛	99	100¾	101¾	102	101½	98⅞	100
Kansas City	97⅝	96⅝	97⅝	96¼	96½	95⅛	93¾	95⅞	96⅝	96½	96¼	93¾	95
Milwaukee	104⅝	103	104⅜	102⅝	103	101½	100¼	102⅜	103⅜	103⅛	102⅞	99¾	100¾
Toledo	110¾	109	110	108¾	109⅛	107⅞	106⅞	108⅝	109⅞	109½	109⅜	106¾	107½
*Baltimore	106	104¾	106¼	107¾	106½	104¾	103⅜	105⅝	106⅛	105⅞	105⅝	102¾	103⅜
Winnipeg	111⅜	109⅞	111¼	110	110¾	110	108⅞	110⅝	111¼	110⅞	110⅞	109⅞	110½
JULY CORN.													
Chicago	71	69⅞	71⅛	71⅝	72¼	71¾	71⅛	72¼	73⅝	73½	73⅜	71¾	72⅝
Kansas City	68¼	68½	68¾	69⅝	70⅛	69¾	69¼	70½	71⅜	71⅜	70¾	68⅝	69⅝
St. Louis	71⅜	71¼	72	73⅞	73¾	73⅛	72½	73¼	74⅜	74½	74	73	70½
†Omaha	69½	69⅛	69¾	70¼	71¼	70¾	69¼	69⅝	....	70⅝	70¾	70¼	69½

†Cash aver. No. 2 hard and No. 3 mixed. *June del'y.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CALIFORNIA.

San Francisco, Cal., June 1.—Receipts of grain at this market during May were 7,409 tons wheat, 14,609 tons barley, 2,760 tons oats and 529 tons corn; compared with 11,640 tons wheat, 12,201 tons barley, 1,121 tons oats and 923 tons corn for 1915. Stocks of grain remaining in California are 904,760 ctls. wheat, 1,679,460 ctls. barley, 186,180 ctls. oats, 140,380 ctls. corn and 15,160 ctls. rye.—H. C. Bunker, chief grain inspector.

CANADA.

Winnipeg, Man., June 7.—Wheat inspected to date 278,240,000 bus.; in transit not inspected 5,420,000 bus.; in store at country points 24,870,000 bus.; required for seed, feed and country mills 35,000,000 bus.; in farmers hands to market 25,000,000; estimated dual inspection 3,000,000 bus.; total wheat crop 365,530,000 bus.; compared with 140,031,250 the preceding year. Oats inspected to date 80,780,000 bus.; barley 10,105,000 bus.; flax 3,725,000 bus.; in transit not inspected oats 3,130,000 bus.; barley 180,000 bus.; flax 125,000 bus.; in store at country points oats 4,700,000 bus.; barley 1,070,000 bus.; flax 350,000 bus.; in farmers hands to market oats 12,000,000 bus.; barley 1,250,000 bus.; flax 300,000 bus.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

ILLINOIS.

Decatur, Ill., June 21.—About 9% oats remain to be shipped; about 22% old corn being held back for shipment.—E. B. Hitchcock, sec'y Illinois G. D. A.

Culver sta. (Athens p. o.), Ill., June 10.—Since Jan. 1 we have shipped from this station 50 cars of all kinds of grain and have received 18 cars.—John E. Dalbey, mgr. Culver Farmers Co-operative Co.

Peoria, Ill., June 10.—Receipts of grain at this market during April were 187,600 bus. wheat, 1,931,050 bus. corn, 924,400 bus. oats, 48,000 bus. rye and 236,600 bus. barley; compared with 108,400 bus. wheat, 1,112,200 bus. corn, 709,100 bus. oats, 7,200 bus. rye and 74,200 bus. barley for 1915. Shipments were 189,300 bus. wheat, 698,445 bus. corn, 988,500 bus. oats, 22,800 bus. rye and 63,800 bus. barley; compared with 34,200 bus. wheat, 163,782 bus. corn, 822,440 bus. oats, 14,400 bus. rye and 46,245 bus. barley for 1915.—John R. Lofgren, sec'y Board of Trade.

KANSAS.

Bentley, Kan., June 12.—About 5% wheat and 30% corn back yet.—J. A. Armour.

Meade, Kan., June 21.—First new wheat was harvested here today.—Robt. W. Wilson, agt. L. H. Pettit Grain Co.

Woodbine, Kan., June 12.—About 10% grain still in farmers hands.—E. W. Volkman, owner and mgr. Woodbine Grain Co.

MICHIGAN.

Lansing, Mich., June 7.—Total number of bus. of wheat marketed in May at elvtrs., mills and to grain dealers is 161,217 bus. The estimated total number of bus. of wheat marketed and consumed by growers in the 10 months August-May is 10,750,000 bus.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

South Haven, Minn., June 10.—About 10% grain yet to be marketed.—N. F. Goode, agt. Osborne-McMillan Elvtr. Co.

MISSOURI.

St. Louis, Mo., June 13.—First car of new wheat arrived today; from Louisiana; shipped by Neely Bros., of Natchez, Miss., to Morton & Co.; graded No. 4 red; tested 53 lbs.; chaffy but condition good. As customary, it was sold at auction. Edward C. Andrews was the purchaser at $1.15, a premium of 23c. The first arrival of new wheat last year was on June 14, shipped by the same firm.

NEBRASKA.

Carroll, Neb., June 19.—Very little old corn in county; lots of oats to be moved.—H. Fitz Simmons, of Farmers Union Ass'n.

NORTH DAKOTA.

Loma, N. D., June 14.—More than 500,000 bus. of grain shipped from this station this season.—Henry Haugland, agt. Northland Elvtr. Co.

OKLAHOMA.

Duke, Okla., June 17.—About July 1 will be the date of initial shipments from southwestern Oklahoma.—Maples & Hicks.

Nash, Okla., June 17.—Harvest on now; everybody busy taking care of crop.—P. M. Combs, sec'y-treas. Nash Equity Exchange.

War Affecting the Grain Trade.

THE GRAIN RESERVE of Germany, estimated at 400,000 tons, is considerably more than that, according to the President of the Imperial Grain Board, who says that 80,000 tons, representing a decrease in the consumption by the army, and 97,000 tons from Roumania should be added to this amount.

THE ENGLISH GOVERNMENT is taking an inventory of all the foodstuffs in the United Kingdom. Farmers are circulating a report to the board of agriculture on their stocks of wheat, corn and barley, the extent of their growing crops and the amount of their livestock. No farmer is to be permitted to sell hay and straw except at the army rates which are considerably lower than private dealers are offering.

SOME DETAILS regarding the organization of the new food supply department of Germany was submitted at a discussion in the Economic Com'ite of the Reichstag recently by the Under-Sec'y of State for the Interior, viz., to have all decisions, which would be taken by the President of the Board after consultation with the Board members, subsequently sanctioned by the Federal Council, and that the department consist of representatives of the various governments, directors of the various Imperial war societies and experts who would be appointed by the Imperial Chancellor.

EXPORTATION OF GRAIN from D'Arta, Greece, was forbidden recently at mass meeting of citizens. When the British grain blockade began about Greece the village banker in D'Arta laid in a large supply of grain and flour, and today D'Arta is one of the very few villages in Greece that have all the flour they want. The village folk determined to follow the plan of the great nations in similar situations, but the small grain supply of Greece is so unevenly distributed that the chances are that D'Arta may be forced by the department of the interior to part with some of its hoard, in spite of the village resolution.

Coming Conventions.

July 6-7.—Ohio Grain Dealers' Ass'n at Cedar Point.

July 11-13.—National Hay Ass'n at Cedar Point, O.

Aug. 3.—Michigan Hay & Grain Dealers Ass'n at Battle Creek.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.

I CANNOT get along without the Journal.—F. E. Eyer, Hill Grove, O.

Grain Exports Heavy.

A CARGO of 349,886 bus. of dried corn, the largest ever exported from Baltimore, left in the holds of the "New Sweden", on June 10, enroute to Denmark.

THE STEAMER "GANTOISE" is loading a full cargo of wheat at Galveston for the Belgian Relief Commission. Clearances for June will be in the neighborhood of 1,000,000—all wheat.

PROSPECTS for new export business at Galveston are still thot to be entirely contingent on the available supply of trans-Atlantic tonnage, which will be governed by the exigency of the demand.

THE NORWEGIAN STEAMER Lingford, which sailed with grain from Baltimore May 21 for Chrisitania went aground off Holyrood in St. Mary's Bay on the Newfoundland coast, and it is believed the steamer will be a total wreck.

THE LARGEST CARGO of grain ever shipped from an American port to Europe was taken out by the British steamer Great City, carrying 540,000 bus. of oats, sailing from Charlestown, Mass., on June 9, bound for St. Nazaire, France.

THE EXPORTS of grain from the port of Boston for the week ending June 10 totaled well over the million bus. mark. Out of a fleet of 14 steamers that sailed for abroad during the week, 10 were allotted grain cargoes. The Bilbster for Manchester took 200,000 bus. of wheat; the Boyne for Liverpool, and the Beethoven for London, 120,000 bus. each; the Median for London 128,000 bus.; the Memphian for Manchester 109,000 bus.; the British Monarch for Glasgow 112,000 bus., and the Anglian for London 80,000 bus. Huge consignments of grain were also taken by the steamers Evangeline for Manchester, and the Augvald and Missourian for St. Nazaire.

AN INCREASE in area of wheat under cultivation in Argentina from 6,261,000 hectares for the year 1914-15 to 6,645,000 for the present year is shown in the report of the Buenos Aires Corn Exchange for the year ending May 1.

THE SMALLER Western movement of oats has to a certain extent lessened the pressure of offerings, and at times there was more or less firmness exhibited. Export business not large enough to be considered a factor of importance, while the demand from Eastern interior points is reported to be in smaller volume.—L. W. Forbell & Co.

Exports of Grain Weekly.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
Jan. 1	7,256,000	5,807,000	2,192,000	717,000
Jan. 8	8,322,000	7,362,000	1,308,000	124,000
Jan. 15	7,680,000	7,062,000	2,095,000	859,000
Jan. 22	7,247,000	5,664,000	1,568,000	1,474,000
Jan. 8	6,848,000	5,889,000	1,739,000	779,000
Jan. 15	6,966,000	6,332,000	2,086,000	1,289,000
Jan. 22	7,141,000	4,422,000	1,745,000	2,002,000
Jan. 29	7,636,000	4,522,000	2,510,000	2,072,000
Feb. 5	6,873,000	4,977,000	2,118,000	2,152,000
Feb. 12	8,046,000	6,795,000	2,010,000	1,879,000
Feb. 19	6,490,000	7,128,000	2,635,000	1,730,000
Feb. 26	6,450,000	4,853,000	2,104,000	2,412,000
Mar. 4	6,822,000	5,805,000	2,653,000	1,116,000
Mar. 11	7,415,000	4,206,000	1,834,000	1,607,000
Mar. 18	7,389,000	4,071,000	3,424,000	1,364,000
Mar. 25	7,449,000	5,034,000	2,581,000	3,214,000
Apr. 1	5,944,000	7,082,000	2,797,000	3,168,000
Apr. 8	6,701,000	4,500,000	2,695,000	2,399,000
Apr. 15	6,708,000	4,915,000	2,107,000	4,141,000
Apr. 22	7,163,000	7,537,000	1,554,000	5,137,000
Apr. 29	5,660,000	5,563,000	3,286,000	4,414,000
May 6	7,630,000	3,906,000	2,448,000	2,060,000
May 13	6,876,000	5,476,000	3,915,000	2,754,000
May 20	8,580,000	5,412,000	5,143,000	2,795,000
May 27	10,978,000	4,324,000	4,783,000	4,727,000
June 3	8,662,000	3,500,000	3,367,000	1,105,000
June 10	7,267,000	5,868,000	3,340,000	1,764,000
June 17	9,123,000	3,414,000	3,059,000	3,467,000
July 3 to Jn. 17	341,211,000	296,213,000	115,744,000	95,822,000

Indiana Grain Dealers Hold Interesting Meeting at the Capital

The mid-summer meeting of the Indiana Grain Dealers Ass'n was held June 19 and 20 in the Assembly Room of the Indianapolis Board of Trade. The meeting differed from preceding sessions of the Ass'n in that practically the entire time was devoted to general discussions of the many problems confronting the grain trade. These were informal in nature and were greatly enjoyed. The convention was satisfactory also from the point of attendance, 216 being registered.

Pres. John S. Hazelrigg, Cambridge City, called the first session to order at 2:00 o'clock Monday afternoon, and following invocation and a brief welcome to the city by Rev. M. C. Pearson, Sec'y C. B. Riley announced the entertainment plans. These included a ball game between the Indianapolis receivers and the shippers of Clinton County, the duel to be fought at the Federal League Ball Park on Tuesday. The entertainment provided by the Board of Trade was promised to be better than ever before, and every one was requested to be on hand promptly at 7:30 Monday evening. Tickets for transportation to the entertainment were distributed by Bert Boyd, these being good for "One continuous elevator ride from the lobby to the sixth floor of the Board of Trade Building."

The Com'ite on Resolutions was appointed as follows: John H. Morrow, Wabash; Elmer Hutchinson, Arlington, and Frank Kelley, Remington.

Ex-Pres. H. H. Deam, Bluffton, spoke feelingly on the subject of trade ass'ns and their value. He said:

What I Think of Trade Ass'ns and Their Value.

I am a firm believer in ass'ns; the day is past when we can get along in any line of business without them. In the grain business the organizations with which we should associate are the national, state, district and local ass'ns. When we get together we must work for the betterment of conditions in the grain trade; we should carry home with us new thoughts and ideas for advancing the trade in our home towns. Many of us come a long way to be present at these meetings, going to this trouble and expense to benefit by the experiences of our competitors. Since we have come to believe in ass'ns we no longer have the troubles of former years with these competitors, the district and local meetings teaching us that our competitors are not such a bad lot after all. Of course if we continually walk around with chips on our shoulders we will find some man willing to knock them off, but we should not seek trouble. This is amply illustrated at the present time in Mexico, where the people are looking for trouble from the time they first draw breath; they always find it. The true spirit of ass'n teaches us rather to "turn the other cheek."

On a recent 100-mile drive Sec'y Riley and I called at six elevators where the managers or owners were not members of our ass'n. As a result we have five new members. The only reason we did not add six names is that the manager of the last elevator we called at was out of town. When once these men realize what the ass'n is doing for every grain man in the state, whether he is a member or not, they readily fall into line and put their shoulders to the wheel.

The work of our Legislative Com'ite is of as much benefit to a non-member as to any one else, and often in the course of a year that watchful com'ite saves us all the cost of our membership and dues. I remember the time when a grain or coal man, leaving town to attend an ass'n meeting, would be written up at length in the local papers. The reporters would add that the price of coal would be boosted or the price paid for grain reduced, as a result of the meeting. In those days we did not care to have our meetings reported by the local press because the purposes for which we met were misconstrued. But now we are always thankful for the publicity we receive.

The local, district, state and national ass'ns are all organized for a different purpose. Those matters which pertain to state legislation are managed by the state ass'n and therefore every dealer in the state should give this institution his support. I am hoping that after this meeting is closed everyone here will ask Sec'y Riley for suggestions as to how he can help bring new members into our ranks. We should have 500 direct members. The state has 200 dealers who have never attended one of our meetings. We must work hard to get them into the fold.

Herbert Sheridan, Traffic Mgr., Chamber of Commerce, Baltimore, Md., extended an invitation to the Indiana dealers, asking them to be present at the Grain Dealers National Convention, to be held in Baltimore Sept. 25, 26 and 27. From his description of the convention city and its facilities for entertainment, Indiana will no doubt be well represented. He said:

The Baltimore Invitation.

Pres. James C. Legg, of the Baltimore Chamber of Commerce, directed a willing messenger to present an invitation to the grain dealers of Indiana to come to Baltimore for the convention of the Grain Dealers National Ass'n, Sept. 25 to 27.

We hope that the Indiana representation at the convention may be in keeping with the Indiana way of doing things.

It is delightful to compare notes with your neighbor and find responsive chords in discussing matters of business and daily interest. It must also be delightful to step into the larger atmosphere of a State convention and strengthen the bonds of friendship and esteem between buyer and seller by personal intercourse, which becomes possible only at State convention time. How much larger the horizon and how enlarged are the pleasures and benefits when the useful and enjoyable State organizations merge into the National gatherings and the personalities of traders and dealers step down from office stationery and the printed page and stand revealed with like qualities and aspirations of the business neighbor whose companionship is a solace and whose friendship is a highly valued prize. Come, therefore, to strengthen old and create new ties.

Long ago men of courage and ideals met in Baltimore and resolved to build a railroad from the seaboard, westward, to supersede the slow and cumbersome wagon train.

Your fertile land, your rivers and forests had long drawn the attention of the East, and from the laying of the cornerstone of the Baltimore & Ohio Railroad in 1828 until the present time there have been steady contributions of travelers and merchandise, foreign and domestic, through the gateway of Baltimore, while in return the great State of Indiana has sent her manufactured products, grain and timber and many visitors to and through our port of fair renown.

The Invitation from the Baltimore Chamber of Commerce carries with it the assurance that everything will be done to make the visit of the delegates pleasant and comfortable; but the matter of entertainment is not in itself the chief inducement for the grain dealers of the Middle West to come to Baltimore upon the occasion of the Grain Dealers National Ass'n convention next September. We feel sure that the advantages of a visit to the Seaboard will more than compensate every grain dealer for the time and expense involved.

You are all large shippers to the Seaboard, and it is positively to your interests to take advantage of this opportunity to learn for yourselves how your grain is handled, inspected and weighed upon arrival, how it is put on ships and exported, and observe the facilities the railroads have for the conduct of the business.

With this knowledge, many occasions will arise during the coming season, when you will be enabled to better select and prepare your grain for export, and from your knowledge of the railroads' methods at the Seaboard, be able so to route or bill your grain that many delays in transit will be avoided.

The experience which you will gain by a visit to the Seaboard and an examination of the methods of transporting, handling and exporting of your grain will be a permanent investment far exceeding the cost of the trip, or the time required to leave your other business for a few days. In our minds the two states, Indiana and Maryland, are inseparably linked and our railroads have united with the Chamber in repeatedly championing at great cost and against great odds our demands for deserved differential rate recognitions that serve to give you proper differences on what you receive and what you ship, comparing Baltimore with the Atlantic ports north of her.

We are vigorously opposing the proposed increased storage charges on grain in export elevators at the seaboard, and at all times expect to so watch the trend of things and act at the proper time as to redeem the confidence of Indiana grain dealers in Baltimore and justify this hearty, sincere invitation to come and look us over.

We all want you to come and bring the good wife and children, for whom ample provision for agreeable entertainment will be provided.

I value the privilege of following up the work our Committee did at Peoria, and shall enjoy reporting to our President that you received the warm invitation to come to Baltimore with much patience, and may I not say with some signs of quite favorable consideration?

H. H. Deam: It would be fitting at this time to take some definite action on this kind invitation from Baltimore, and I therefore move that our sec'y be instructed to make known the facts of that convention by letter to every dealer in the state. Carried.

L. W. Forbell, New York, N. Y.: Supplementing the remarks of Mr. Sheridan, I might say that the coming convention will be one of the best in the history of the National Ass'n. In attending this convention you will be benefited not only by the pleasures derived, but from learning how business is accomplished at the seaboard. And, please remember that little old New York is only a short distance from Baltimore, and its Produce Exchange is waiting to give you a hearty welcome.

H. H. Bingham, Indianapolis, read a paper on Uniform Grades.

E. H. Culver, Chief Grain Inspector, Toledo, O.: I claim to be the father of uniform grading. If the markets of the country would live up to these grades, as they were promulgated, government inspection would be unnecessary. Uniformity on No. 2 corn or No. 2 white oats is practical in the interior, but it is practically impossible on export grain. Mr. Bingham, I believe, mentioned No. 2 white oats with 11½% moisture. The best crop of oats I ever handled contained 14%. The hard wheats are the only ones containing the moisture mentioned. Your wheat last year ran as high as 18% in moisture content, and I even had some which contained 22%; the same is true of oats. We must have a rule of reason in handling all grain, and that rule must be founded on honesty and integrity. If the country grain men would load and ship their grain according to such a rule we would have little trouble. But too often we find six or eight inches of corn cobs or soft grain near the bottom of a car. My advice to the shipper is: Put in cleaners and load your grain evenly.

You will then get an exact grade every time, whether the sample be taken with a trier or by hand.

J. A. A. Geidel, Pittsburg, Pa.: Our business in Pittsburg has been what might be called dat, due to the abundant crops of grain and hay east of Pittsburg. That supply does not want to exhaust itself. Within 80 miles of Pittsburg we have many stations which have not started buying oats as yet, home grown oats still being on hand. The Cumberland Valley last season produced the largest crop of grain in its history, selling for no less than you can lay it down. But we have in Pittsburg now, an industrial boom as a result of the war. All the mills are operating to full capacity, obtaining prices never before heard of. This makes the labor situation bad, unskilled workers demanding more than $3 per day for ordinary labor. After about three weeks at labor they are often taken from that work and given other duties, for which they receive from $30 to $60 per week. I am very bearish as to the grain situation and look for no improvement unless the export demand comes to the rescue.

Jesse Simpson, Indianapolis, told of his experiences as a country grain shipper and a receiver. He said:

Observations of a Shipper and Receiver.

My grain experience dates back only a little more than 12 years, but the changes in that short time have been many. In the country we formerly took in the corn and oats just as it came, taking what we thought was enough margin to let us out even, and making up on the good grain for what we might lose on the poor quality. The farmer who had exceptionally good corn or other grain would get no more for his stuff than his neighbor who delivered a lot of dirt with his grain. This dumping together in the elevator of the good and the bad naturally lowered the grading on all grain. The farmer was being educated in the wrong direction. He has now been made to see the advantage of growing and delivering to the elevator a better grade of grain and prefers to deliver a "sure thing" than to take a chance on his grades. The establishment by the government of uniform grades on corn is one of the best things ever accomplished in the grain trade.

The ass'ns have been of wonderful help in obtaining transit privileges and uniformity in rates. These are obstacles which have been in the way of both shippers and receivers. If every shipper could become a receiver for a short while it would be of advantage to the trade all around, as it would teach them that we all have our troubles. The shipper loads often what he thinks is good grain. When it arrives at market it is found to be off grade and the shipper thinks we have made a mistake in the inspection. But more often the mistake has been made at the elevator. Old grain in the bin may have been run into the scale with the new and better grain which the dealer intended to ship, either thru error or oversight on the part of the man loading the car. Please do not lose sight of that when loading cars. If you load what you know is off-grade stuff tell the receiver about it, so he will be able to handle it to better advantage. The relation of the receiver and shipper is much the same as the shipper and his farmer patron, except that there is not that touch of personal contact in the former instance that the shipper has with the farmer. Let us try in the future, as shippers, to appreciate some of the difficulties surrounding the work in terminal markets.

The shippers present were not entirely convinced that errors in inspections did not often occur at terminal points and Mr. Culver was asked if there was no ass'n of inspectors and deputies. He replied:

Only the chief inspectors get together, and this is but once a year. If every inspector in the country should attend such a meeting it would be the most unwieldy gathering in the United States. When sampling, from five to seven triers of grain are drawn from a car and thoroly mixed. If the quality varies the commission house is sent three or four samples of that grain. Much trouble arises from the fact that the 58 and 60 inch triers used at present do not reach the ten inches of dirt often loaded into the bottom of a car. Canada has a law prohibiting loading in that way, and after one or two notices, if a shipper still tries to "put it over," his grain is confiscated.

F. E. Pond, Sec'y Corn Exchange, Buffalo, N. Y.: Many of you are in the habit of writing me for information on certain cars of grain which have been shipped to Buffalo receivers. To illustrate my position in that instance I might compare myself with a property owner. If I owned a house today and sold it for cash tomorrow, to a man who later sold to a third party, what right would I have to ask for details of the last sale? I can not give you the information asked for because I do not know that you are the owner of the car. The information is cheerfully given to the man who shipped it to Buffalo, and who, as far as we are concerned, is the rightful owner of the grain, even tho your interest in the transaction may be absolutely 100%. The information you seek should be given you by the man whom you have entrusted to send the grain to Buffalo, and if he will not do this then you have the right to make direct application to Buffalo and you will never be denied.

Sec'y Riley: Many of the markets give a certificate of the car's condition as a part of the original papers. If all markets would adopt that system it would save shippers the trouble of writing for that information. I am sure Indiana shippers would not object to paying for such service. They are now unable to file many claims simply because they haven't the necessary information, the complete record of the car, to help them determine their chances for collecting.

Mr. Culver: As soon as the shippers are willing to pay for such a service they will get it. At Buffalo it would require 12 extra men, at Indianapolis six men and at Toledo five men.

E. H. Beer, Baltimore, Md.: At Baltimore we make a charge of 50c per car, but each inspector is accompanied by a railroad representative and a special inspector. Each leak is noted in the books of all three and then the books are signed by all. When claim is filed there can be no question about payment because the shipper who files the claim shows the railroad that their own representative saw the leak.

Mr. Pond: Practically that same practice prevails in Buffalo. Every inspector has an assistant who looks carefully for leaks or other damage. They note on diagrams just where leaks are found. If these men discover nothing wrong with the physical condition of a car, and find no discrepancy in the seal records, then our record is filed away. But in case everything is not just right a certificate telling of the leaks or discrepancies in a car or seal numbers, is delivered on the day of inspection to the member of the Corn Exchange for whom the car was

Some of the Dealers at Indiana Ass'n Meeting, Indianapolis, June 19-20

inspected. He should turn these over to you.

Sec'y Riley: You can not tell whether a car has been opened or not. How would you know, in Buffalo, the number of the seal put on in Indiana? How do we know, here in Indiana, the number of the seal you remove from the car on its arrival at Buffalo? Why not give us some of this information together with a condition report showing whether the car on arrival was in good, bad or indifferent shape?

Mr. Pond: Our system is largely a method to facilitate business. If there is no shortage it is immaterial whether there is a leak in the car or not. Do you wish a detailed report including the track seal record, elevator seal record, and condition of car? If so, will you pay a reasonable price for it?

Mr. Forbell: It is not necessary to go into detail. The system at New York is similar to that in Baltimore, the physical examination being made in the same way. The inspector is accompanied by a railroad representative and one other, and triplicate copies are made of their reports. The charge for that service is only 25c per car, having been reduced from 50c.

Mr. Pond: I will write a letter to every member of the Corn Exchange calling attention to the fact that members of the Indiana trade have not been receiving car condition reports. In case of leaks these must be sent you.

C. A. Ashpaugh, Frankfort: So far as you are concerned, Mr. Pond, you are undoubtedly doing your duty, but I doubt if it facilitates business to furnish incomplete reports.

The next subject up for discussion was the practice of certain markets to stamp inspection certificates "Car too full for inspection." When the cars were actually too full the shippers, of course, could not object, but many seemed to think that some markets were using the stamp a little too freely. One report brot out that grain had not been inspected because it was too damp to permit the trier to be forced to the bottom, while another dealer reported that his grain had not been inspected on account of its very low grade. But in both instances the "Too full for inspection' stamp had been plastered on all papers.

E. E. Elliott, Muncie: According to reports from terminal market receivers the shipper is to blame for everything, including the loading of poor grain at the bottom of the car. But I recently shipped a car of good No. 3 wheat and received a grading of sample on it. Another car from the same bin was graded No. 2. The car which received the sample grade happened to have some good No. 2 wheat at the bottom, but I never heard tell of it. I do not believe the shipper is the only one at fault.

Mr. Culver: Mr. Elliott should have received two different samples on the car he mentioned. In Toledo we show on our report the good, bad and indifferent grain, and the report is handed to your receiver in that way. Right in this market one of the receivers today received what he thot was a car of good No. 3 white oats. On going out to the track he found a quarter of that car filled with chaff. Do you mean to say the shipper did not know it was there? I do not mean that in all instances where it looks as tho some one is guilty of fraud, that fraud actually exists. For instance, down at Peru an investigation brot out that grain was being deliberately stolen after it had passed over the scales and had been placed in the car. I recall another occurrence. Jim Sale of Bluffton is the very soul of honor, and knowing him as well as I do the big shortages or discrepancies between his weights and ours several years ago caused me a lot of worry. I made a trip to Bluffton and after examining the elevator I decided to crawl under the bins. When I removed a few boards to give me access to the space a regular avalanche of grain burst out from where it had leaked from the bins. On another occasion a dealer would weigh the farmers' grain over his scales and then ask the farmers to haul it to a nearby car for loading. Instead of accompanying the loads he remained at the office, trusting to good friend farmer to place the grain where it was wanted. When the shipper figured he had a car load he would seal the doors and send it to market, always to find that much grain had disappeared between his scales and the Toledo market. On investigation I found that one of the good, "upright" farmers would haul up to the car and then without unloading haul back to the farm. He must have made dozens of trips, always with the same load of grain. Right now, as a result of another of my investigations, 14 other "upright" farmers are making little ones out of big ones. One of them would report to the dealer that he had just dropped 125 bushels of wheat into the dump and the dealer would pay him. The truth of the matter was that the wheat, instead of being dumped, had been distributed to 14 confederates along the road to the elevator. One of them is pretty well fixed financially, and is able to make quite a fight against going to the penitentiary, but he will soon join his old cronies. I merely mention these facts to show that it is not always intentional on the part of the shipper.

Mr. Pond was asked how discounts were settled upon at Buffalo, and replied that this was a matter outside of his jurisdiction. He suggested, however, that any time the shippers believed they had received an excessive discount they should force the receiver into a friendly arbitration.

P. E. Goodrich, Winchester: Do you know how a discount is arrived at in Buffalo?

J. J. Rammacher, Buffalo: Discounts depend upon the quality of the grain and upon the number of sales made of that quality during the day. The Buffalo market publishes, three times a week, a circular showing the sales and the cash closing prices. As a rule you can verify the discounts you receive by that commercial bulletin. The bulletin is made up by a disinterested party, a newspaper man, who obtains each day, the sales that are made and a list of purchases. These are checked by him. At the close of the day those who have grain remaining on the floor state the price they are willing to sell at.

Mr. Deam: As Indiana shippers are almost a unit in the idea that we should have car inspection certificates, no ship-

More of the Indiana Ass'n Members at Indianapolis, June 19-20.

[illegible]

[illegible] meeting as insisting that the [illegible] be furnished, we [illegible] sary. I believe the [illegible] method of arriving at a discount is thru a discount com'ite, as at Indianapolis. Three disinterested men tell me that I must make a certain car of grain at a certain price and I take it.

G. S. Zorn, Louisville, Ky.: Louisville provides a condition report, and in addition to the Board of Trade Weighmaster we have a supervising weighmaster to check him up. Our discounts are checked thru a discount com'ite, made up of five representatives of different concerns. Three must be present to make up the com'ite. That com'ite only puts a price on the stuff which demands a discount; consignments are sold by sample. The discount com'ite decides how much under the grade a car load of grain might be providing it has been purchased on an outright sale.

Mr. Forbell: The New York discount com'ite is composed of three parts, each with three members. One com'ite works on oats, one on wheat and one for corn. These com'ites are appointed by the grain com'ite, and the rules provide that one member of each discount com'ite shall be also a member of the grain com'ite. In the case of consigned grain the receiver can place it before the com'ite with the statement that it is consigned grain and purchased on destination weights and grade. Discounts are made on the day of arrival and it is at the option of the shipper whether it is sold or held.

Mr. Culver: We have no discount com'ite. All consigned grain is placed on the sample tables and sold to the highest bidder. I would be willing, however, to place the question of a discount com'ite before our directors.

The convention was reminded of the evening's entertainment, following which the meeting adjourned.

Entertainment.

The entertainment was provided by the Board of Trade, Ed. K. Shepperd and Bert Boyd having charge of ceremonies. The visitors were seated in the Assembly and Dining Rooms, the partitions being removed for the occasion. As a preliminary to the big show every one was asked to rise and announce in a loud voice his name and address, together with the firm he represented. At least one man was mean enough to say that this was a preliminary measure against "ringers," but the proceeding created much amusement, as some were too bashful to rise.

H. K. McEbey, passenger agent, Chicago & Alton Ry., kept every one guessing with his sleight-of-hand performance, pulling rabbits and white mice from the pockets of shippers, and a hatful of coins from under the collars of visiting receivers. His ability to produce from apparently thin air a large globe of goldfish was second only to his manipulation of a deck of cards. The grain men seeing his performance may still believe his [illegible] but—they will never be induced to play poker while ridding [illegible]

Jimmie Hammill, the Lafayette representative of Lamson Bros., was asked to sing and demonstrated that he was no amateur at entertaining. He was equally proficient at either singing or the piano, and the numbers he rendered were well received.

[illegible] Dept. of Agriculture, Washington, D. C., provided the principal number of the evening, delivering an illustrated lecture on the marketing and transportation of grain in the Argentine, Persia, Russia, China, and other countries where the facilities for handling are crude. After seeing how other countries are handicapped the shippers present realized that the little old elevator back home was not such a poorly equipped house after all.

Raffle tickets were distributed among the audience, the prizes being a pair of goggles, a combination coat and trousers hanger (no, not a nail), pipe and tobacco, deck of playing cards with leather case, flashlight, smoking set, baseball bat, fishing outfit, including the bottle and corkscrew; thermos bottle, and an automobile. The latter prize went to Buffalo, but Pres. Hazelrigg was not envious. He had been assigned to umpire the ball game on Tuesday, and winning the baseball bat was too thankful for the preservation it assured to worry about what the others [illegible]

Earl McConnell of Buffalo again had a gross or more of carnations sent over in a beautiful basket as a decoration for the hall, and as the gathering broke up each man was given a flower. The president's table at both sessions was also decorated as a result of McConnell thoughtfulness.

The entertainment was voted a huge success all the way from the Pickaninny with the "bear" skin to the barefoot girl dancers. It was the duty of Edgar Anderson to wheel the latter into the room in a wheelbarrow, and to his credit it might be said that he did his part well.

Two punch bowls, one with a "kick" and the other not so strong, were well patronized, while the favorite cigars of the Board of Trade members were burned throut the evening. Every one assured the entertainment com'ite that it would be impossible to surpass the 1916 summer entertainment.

Tuesday Session.

The closing session of the convention was to be a continuation of the discussions started on Monday, and as it was desired to touch upon as many subjects as possible Pres. Hazelrigg asked that those holding the floor be as brief as possible. In delivering his address he said:

President's Address.

As our worthy ex-pres., Mr. Deam has talked about ass'n matters generally, I will confine my remarks to a few practical subjects, with which every grain dealer is vitally interested.

First is the matter of legislation at Washington, where the struggle is still on for the final passage of the Grain Grades Measure, now pending before the Senate as an amendment or rider to the Agricultural Appropriation Bill.

Our Sec'y has been active in circularizing the trade in the interest of this measure. We are informed by Senator Gore, the Chairman of that Com'ite, that many of the Senators feel that the entire grain trade is not much interested in the measure, since it is being resisted by some of the important markets of the country. Its importance to the trade as an entirety is thus minimized; so I want to urge every grain dealer to keep in touch with Senators Kern and Taggart on this subject, urging them, in the interest of the grain trade and the producers, to do all they can, consistent with their views as to the subject matter, to get the amendment acted on favorably at an early date.

The Pomerene Bill will facilitate the enforcement of shippers' rights, as it will preserve their common law rights against common carriers, and provide penalties for the evasion of such rights. We appeal to you to use your influence with your Congressman and Senators to look with favor on this legislation.

This Ass'n has been represented at many conferences in the Central Freight Ass'n Territory on the subject of carload minimums, and I have just returned from Chicago where, in connection with Henry Goeman, of Ohio, I represented the Ass'n at what is supposed to be the final conference, the result of which is yet to be determined. But we hope for the best.

In my judgment, we are on dangerous ground when attempting to conform to the minimums fixed especially when using the less modern equipment. To load such cars to the minimum capacity means to load them so high and so near the roof as to make it difficult to get complete samples, and because such difficulty is eminent with some cars, some samplers fail to do the best they can when they strike cars free from such trouble.

In one or more markets, with which I am familiar, inspection certificates have been marked in effect, "Surface Inspection, too full for complete inspection, etc.," even when the grain was not to exceed 3½ to 4 feet deep and space above the grain was equal to 3½ to 4½ feet.

This practice is not justified, and we hope the markets that are available to Indiana shippers will let us hear from them during this session.

We want to uphold the markets as far as we can, consistent with justice and the rights of shippers, for the markets are a necessity to the shippers, the same as the shippers are a necessity to the markets, and any rules or practices, by the one, that tend to give it an advantage or an opportunity to disregard the rights of the other are bad practices and should be abandoned.

We have reasons to think that some shippers have, through carelessness or [illegible] so treated their markets as to [illegible] a feeling of suspicion as to the honesty and efficiency of shippers generally, and we are trying this more than [illegible] by the membership of the [illegible] of trade. I shall do all I can to [illegible] the highest possible integrity and efficiency in the inspections at both ends of the line. I hope and believe you men, both shippers and receivers, will assist us in this work.

I have been a shipper of grain from eastern Indiana for 20 years and have patronized many markets, with both satisfactory and unsatisfactory results. I have usually endeavored to put my grain in good condition and so load it that inspectors could draw true samples of the contents of each car. At times I have been forced to load cars too full, and perhaps contributed to the embarrassment of the sampling dep'ts to some extent. But, broadly speaking, I have realized the importance of cleaning and conditioning my grain, then loading it so that current samples could be properly drawn; hence my lack of patience with the markets that indiscriminately mark tickets. [illegible] with shippers who do not [illegible] conditioning their [illegible] so as to reveal its [illegible]

If shippers expect to sell good grain they [illegible] by receiving [illegible] Too [illegible] that a bad [illegible] with other [illegible] average will be [illegible] the grade. This is [illegible] for the farmer [illegible] the grain dealer "any old thing as long as it will not do the best [illegible] condition, and [illegible] a wagon load of [illegible] dirt, rotten [illegible] is getting a premium for the [illegible] and at the same time [illegible] other business.

The farmer gets the notion that you have [illegible] grain that you can [illegible] "any old thing" as grain, and he then grows restless and skeptical from revolving that thought in his mind. We could go on indefinitely indicating practices that should be corrected, but they are well known to you, and we [illegible] hope you will do your best to pay [illegible] grain, and not pay [illegible] and other foreign matter at the same price, and then complain of the market to which you ship it, for not giving you a grade you are not entitled to.

We hope the markets will realize the great necessity in the interest of fair dealing and amicable business relations, for maintaining and practicing efficiency in the sampling and inspection of grain, likewise in preserving and reporting the physical condition of cars, and otherwise discharge their duties in harmony with the highest ideals that should be attained by such organizations.

One other matter of importance is the coopering of cars, and especially your car doors. During the past year I have visited a number of elevators where they were loading grain, and very few take the proper care in installing their car doors. The result is that many cars are marked "Leaking at the Door." It is often difficult to collect claims resulting from leaks at the door, and now, when the new minimum weights go into effect, it behooves us all to be exceedingly careful in the coopering of our cars, and especially our car doors, as the hazard of leaks will be much greater than heretofore.

Shippers should level their grain in the car when they finish loading, and use a mallet to pound around the car and ascertain if any leaks exist before the car is forwarded. By looking after these little details carefully, the shipper will experience much better results from his shipments and will have less cause to doubt the accuracy of the scales in the market to which he ships his grain.

We think there is absolutely no justification for any market's failure or refusal to make the necessary inspection to reveal the exact condition of the car and the record of the seals. If such service cannot be provided for without increasing the fees for inspection, let that be done, for we believe there is not a grain dealer in this Ass'n who will object to paying more for the service, if he actually gets the service, and if such increased compensation is an actual necessity. We do not wish to be understood as recommending indiscriminate increase in fees, for we find some of our markets find it convenient to perform the service without such increase, and doubtless others can, but if it is a necessity, in exact justice to such markets, let them increase the fees, but first let them give the service, and see if the increased confidence and friendly attitude of the patrons is not a sufficient compensation.

Chas. A. Rouse, Indianapolis, read a paper on water transportation. He said:

Merchant Marine or Over-sea Transportation.

Commerce in its general acceptance is the international traffic in goods, or what constitutes the foreign trade of all countries as distinct from their domestic trade.

Transportation is part of commerce, sometimes called the arteries of commerce, and as essential to commerce as arteries are to the body. Do you know of an important grain firm whose elevator is not located on a railway, or who in making contracts does not give consideration to transportation? Transportation means wagons in the country commerce; railways and cars and boats for state and national commerce; and steam ships for the foreign or international commerce. These various forms of transportation are allied with and are part of commerce, and so interwoven that interference with one form checks and decreases the efficiency of the others.

The foreign commerce of the United States reached a total in the fiscal year 1910-1911 of $3,590,000,000; imports, $1,530,000,000; exports, $2,060,000,000. Exports exceeded the imports by $530,000,000. The manufactured goods exported reached the high total of $910,000,000.

When we have more grain than we need at home, and the ship or vessel capacity is insufficient to transport the same to other lands where it is needed, we have a congestion. Congestion is a good-sized word and means that you have something that you cannot sell or dispose of readily, in which case you are in for a loss, because to sell in a glutted market means a lower price than under other conditions. To hold it means loss in shrinkage, deterioration, storage, interest, taxes, and by the blocking of your facilities you will not handle as many bushels as you would handle with transportation unimpeded.

In the past six months the United States has felt acutely the shortage of ships. The ships flying our flag are comparatively few, and our dependence upon the ships of other nations has been emphasized because they have had much tonnage at ports which it is to their interest to give preference. The interests of the nations owning the ships demand that their commerce shall receive attention first; that their merchants shall have, first, the trade opportunities that are afforded by the seaports of the world; that their ships shall have the opportunities for money-making in transportation first. The tonnage accumulated and offered at our ports must wait until it is convenient for their ships to call, or until such time as they must come to us for something they cannot get elsewhere.

The nations which control the ocean commerce are using their ships to upbuild their own commerce and help their own people. Where there is a scarcity of any commodity the prices for that commodity are higher. By those who control the vessels working in the ocean trade commodities can be made to accumulate in certain localities and can then be bought for less. An accumulation in one locality will mean a scarcity in some other locality. The merchants, having assurance that their interests will have first consideration, can buy the commodity where there is an accumulation at a profit to themselves. They can supply their own people at a reasonable price, or sell to one of the localities where there is a scarcity at a greatly enhanced price. The nation which owns ships takes a profit by buying where there is an accumulation and another profit when their ships transport the commodity. In this way my deduction is that the nation controlling ships makes for its own people three separate profits.

At the recent meeting of the millers of Indiana, the statement was made that exports of flour from the United States had fallen off nearly 1,500,000 bbls. in the last year. We do not believe that the demand for flour in Europe has decreased, but rather that the nation which owns the ships is using them to protect the commerce of the people whose interests they should protect in preference to ours.

Never has there been any consistent effort or policy on the part of our nation to build up a merchant marine. In recent years much of the legislation has been detrimental thereto. The comparatively few vessels that fly our flag do so notwithstanding adverse laws, and not because of advantages, protection, encouragement or subsidies afforded them by such laws.

The foreign commerce of the United States will increase, but there should be a national policy and direction, and it should not be left to individual effort. We are all interested in the nation's welfare, and our merchant marine is relatively as necessary to that end as are the internal lines of communication. Transportation being an essential part of commerce, the business man should make his influence felt for better transportation. During the past year our exports have been exceedingly heavy, but with more ships of our own the exports would have been much greater than they were. When the war is over there will still be a shortage of ships, and as a nation we should be in a position to put ships into the trade that we want to cultivate instead of depending on some other nation to take care of our ocean commerce.

Mr. Deam: I move that a suitable resolution be adopted on the paper just read by Mr. Rouse. Carried.

Sec'y Riley: I am in receipt of a letter from J. V. Taylor, of the National Hay Ass'n, asking that we attend the convention of that ass'n at Cedar Point, O., July 11 to 13.

Pres. Hazelrigg: I will appoint Sec'y Riley, P. E. Goodrich of Winchester and Mr. Miller of Indianapolis as a com'ite to attend that meeting.

Sec'y Riley: We have had considerable correspondence and discussion concerning grain inspection at Cincinnati, and as we invited the Cincinnati Chamber of Commerce to be represented here we would like to hear from any one present from that market.

C. S. Custer, Cincinnati: I suppose you refer to the notations which have been appearing on our inspection certificates, "Too full for inspection." We are to have a meeting of our exchange tonight at which we will consider the rules which you recently submitted to us. This matter has not been so serious as might be believed. The dep't has been wasting time in putting that stamp on certificates where the grain graded lower than No. 3. I do not believe that any shipper has sustained a loss on account of this stamp, but at any rate we will omit it in the future where grain grades lower than 3.

P. W. Millikan, Blountsville: After grain has been inspected is there a possibility of shortage thru theft while being delivered to the elevator?

Mr. Custer: No more so than while the car is in transit to Cincinnati, as the inspector takes a record of the seal he removes and the seal he applies. The seal of the inspector is broken at the elevator by the weighing dep't. If there is anything in the recommendations you have made we will be glad to make additions to our rules or correct the ones we have.

Mr. Deam: I have a letter here sent out by W. L. Brown & Co., Cincinnati, O., presumably to all postmasters in the grain surplus states. It asks that the postmaster place them in communication with the farmers in his locality, or in the event the postmaster is too busy to do this, requests that he place it in the hands of some one who can.

The following resolutions were read and adopted:

Resolutions.

CAR CONDITION REPORTS WANTED.

WHEREAS, The members of this Ass'n believe in supporting markets that render the best and most satisfactory service in every particular, and such service is not and has not been satisfactory in some of the markets in the matter of car condition reports and methods of fixing discounts, therefore be it

RESOLVED, That it is the desire of the Grain Dealers of Indiana that each and every market available to shippers of this state so perform such service as will result in a complete and thorough examination of each car, for leaks, seal record and other conditions or defects that will tend to disclose the exact physical condition of each car, and that a certificate as to such condition be issued and transmitted to the rightful owner of the grain involved, along with the weight and inspection certificate, and that settlement papers will not be considered as complete that are not accompanied by such physical condition reports.

DISCOUNT COM'ITES.

RESOLVED, That in the judgment of this Association each and every market should maintain a discount com'ite to the end that all discounts may be determined and fixed by competent and disinterested parties, entirely free from the influence of either party to the transaction.

RESOLVED, That it is the desire of this Ass'n that each and every market available to and seeking shipments of grain from the members of this Ass'n be and are now respectfully requested to inform the secretary of this Ass'n within 30 days from now, what their practices are in relation to the matters referred to in the two preceding resolutions, and that the secretary is now directed to transmit such information to the members by circular letter or otherwise, so that the entire membership may be correctly and speedily informed.

H. B. 651 ENDORSED.

WHEREAS, The law relating to the rights and duties of carriers in the matter of the collection of undercharges, which permits and requires such carriers to enforce by law the payment of such undercharges, provided such suits are instituted within four years, while patrons of such carriers are required to file claims for loss and damages within four months, it is the sense of this Ass'n that there should be such modification of the law as will render more equitable the relationship, therefore be it

RESOLVED, That we are in favor of such legislation by Congress as contemplated in H. B. 651, introduced in Congress Dec. 6, 1915, by Congressman Keating of Colorado, which seeks to compel carriers to institute proceedings within three months from date of delivery of property, and that we favor such legislation by our State as will tend to accomplish the same purpose with reference to intrastate transportation.

FAVOR MERCHANT MARINE.

RESOLVED, That it is the sense of this meeting that the head of the Dep't of Commerce at Washington, D. C, urge the enactment of legislation that will be favorable to a law permitting the upbuilding of the merchant marine of the United States.

THANKS.

RESOLVED, That the thanks of the members of the Indiana Grain Dealers Ass'n be extended to the speakers who have contributed so much to the success of the meeting.

RESOLVED, That the thanks of this Ass'n be tendered to the Indianapolis Board of Trade for the use of its rooms, and its co-operation with the com'ite to make the meeting a success, and especially do we thank the com'ite for the splendid entertainment provided for the evening of the 19th, including among other things the lecture and stereopticon views of Argentine, for which we are indebted to Laurel Duvel, also for the number put on by Harry McEvoy of the Chicago & Alton R. R.

WHEREAS, It is with deep regret that we learn of the illness in the family of Lee G. Metcalf, Pres. Grain Dealers National Ass'n, thus preventing his attendance at our convention; therefore be it

RESOLVED, That we tender to Pres. Metcalf our sympathy and hope for a speedy recovery of his good wife.

RESOLVED, That this Ass'n is unalterably opposed to the injection into the tariffs of the Central Freight Ass'n of any fixed shrinkage on grain.

RESOLVED, That we commend the efforts of Mr. Goemann and Pres John S. Hazelrigg, as representatives of this Ass'n in connection with others interested, in the different conferences relating to the carload minimums.

Convention adjourned sine die.

The Ball Game.

Immediately after luncheon on Tuesday the Indianapolis branch of the Ford Motor Co. sent a score or more of its machines to the Board of Trade, where the visitors were waiting for conveyance to the ball game. The trip included a ride around the city and an inspection of the plant where the little autos are assembled for Hoosiers. The machines then carried the grain men to the old Federal League Ball Park, reaching the diamond just before a downpour of rain.

The two teams, the Board of Trade and the Clinton County Shippers, were already on the field, but despite the rain continued to play. The lineup for Indianapolis was Shepperd 2b; Dill 3b; Anderson ss; Daus p; Gale c; Menzie 1b; Jordan cf; Miller lf; Vawter rf; Boyd mgr. and coach. Clinton County players were Shelby cf; Hunter 1b; Butz rf; Schneible p; Davis c; McComas mgr. and 3b; Lefforge lf; Miner ss; Ogle 2b.

Pres. Lee G. Metcalf of the Grain Dealers Nat'l Ass'n, who made quite a reputation as an umpire at Decatur, Ill., had promised to umpire the game at Indianapolis, but owing to the illness of his wife he was unable to attend the meeting. Fred Pond of Buffalo and Pres. Hazelrigg were called upon to officiate, and as both are still rather athletic, as well as heavy, they experienced no trouble during the afternoon. The feature of the game was Anderson's work at short, which demonstrated that tho a man be a grand-dad and a little heavy he can still be a boy.

The game went seven innings and contained enough thrills to warrant those in the stands rooting themselves hoarse. Cigars, peanuts and pop of all colors was distributed with the compliments of the Board of Trade and the Kennedy Car Liner Co. passed out baseball caps. The final score was 4 to 1 in favor of the Clinton County Shippers, three of the four runs coming home on errors within the same inning.

Convention Notes.

G. S. Zorn came up from Louisville.

Pittsburgh was represented by J. A. A. Geidel.

Dan B. Granger and Mr. Custer came over from Cincinnati.

Geo. L. Stebbins, sec'y, Sawers Grain Co., and M. L. Vehon brot greetings from Chicago.

No banquet was on the schedule for Monday night so each of the receivers played host to parties of shippers.

E. E. McConnell, Buffalo, N. Y., distributed handsome photogravures of the Falls of Niagara, the prints being on heavy paper ready for framing.

Chas. R. Keilholtz, the youngest representative of the firm that put "Worth" in Southworth Service, breezed over to the ball game on Tuesday with an armful of fans.

Big Chief E. H. Culver of Toledo chaperoned W. W. Cummings, rep't'g J. F. Zahm & Co.; C. R. Keilholtz, rep't'g Southworth & Co.; and J. W. Young, rep't'g Young Grain Co.

The seed trade was represented by T. C. Crabbs, R. W. Baker and B. F. Crabbs, rep't'g the Crabbs-Reynolds-Taylor Co.; A. H. Flanigan and F. R. Freeman, rep't'g the Crawfordsville Seed Co.

Baltimore was extensively advertised as a convention city by E. H. Beer, rep't'g Chas. England & Co.; H. E. Elgert, rep't'g J. A. Manger & Co., and Herbert Sheridan, traffic mgr., Chamber of Commerce.

L. W. Forbell, rep't'g L. W. Forbell & Co., and J. H. Bowne, rep't'g Keusch & Schwartz Co., Inc., were inviting the dealers to step down "to little old New York" when they go east for the convention this fall.

Gage McCotter, I. C. King, C. B. Sinex and C. A. McCotter, rep't'g the Grain Dealers National Ins. Co., and F. H. Holt, rep't'g the Millers National Ins. Co., were present in the interest of mutual fire insurance.

Registration was systematically handled by C. B. Sinex of the Grain Dealers Fire Ins. Co., Indianapolis. He was assisted by Mrs. Sinex and Miss Mooney. Identification badges were supplied by the Grain Dealers Fire Ins. Co.

Buffalo representatives present were C. W. Urmston, rep't'g the Urmston Grain Co.; C. A. Bartow, rep't'g the Electric Grain Elevator Co.; Fred E. Pond, sec'y Corn Exchange; E. E. McConnell, H. J. Hannon and J. J. Rammacher.

Buster, the marvelous, hairless, canine prodigy of Bert Boyd, was introduced for the first time to a shipper. Buster recognized the rich quality of his master's voice thruout the first day, but was so tired on Tuesday that he didn't care a hang who called him.

Members of the supply trade present were Fred Kennedy, P. G. Hunker, Jr., and B. C. Nelson, rep't'g the Kennedy Car Liner & Bag Co.; C. M. Hogle, rep't'g the Invincible Grain Cleaner Co.; E. H. Reynolds, rep't'g the Reynolds Bleacher Co., and W. C. Mander.

Many wondered how the Indianapolis traders were able to play seven strenuous innings of baseball without a sign of fatigue until one of the elevator boys in the Board of Trade Building let slip the information that the players are in the habit of walking to the 6th floor twice each day, and trying to better their time for the distance each trip.

Tom Morrisson, the most ardent Democrat in the Hoosier state, returned from St. Louis, where he nominated Pres. Wilson for another term of office, just in time for the session of Tuesday. He was a vigorous rooter at the ball game, tho admitting he did not care who won.

Indiana shippers present were C. A. Ashpaugh, Frankfort; R. Alexander, Buck Creek; C. S. Anderson, Stockwell; A. Burge, Marion; J. C. Batchelor, Sharpsville; D. L. Brookie, Frankfort; W. M. Bosley, Milroy; A. B. Cohee, Frankfort; M. Y. Cassel, Dayton; O. C Crowell, Raber; V. O. Chance, Lewisville; H. E. Campbell, Stockwell; H. H. Deam, Bluffton; A. E. Davis, Hillisburg; N. O. Davis, Michigantown; R. J. Deardoff, Centerville; J. O. Donahoe, Mooreland; E. E. Elliott, Muncie; J. Foreman, Hillisburg; J. G. Fox, Manila; J. H. Gordon Summittville; L. E. Greenwood, Galveston; A. Gardner, Cottage Grove; P. E. Goodrich, Winchester; J. F. Good, Warren; F. G. Heinmiller, Lafayette; J. S. Hazelrigg, Cambridge City; E. Hutchinson, Arlington; J. Howell, Cammack; J. R House, Hobbs; L. Jackson, Adams; F. Kelley, Lafayette; J. Kumberger, Columbia City; F. Kelley, Remington; Ben Levy, Fort Wayne; C. Loughry, Monticello; E. Lewis, Cottage Grove; W. H. Leisure, Gwynnville.

J. H. Morrow, Wabash; E. A. Morris, Newcastle; Tom Morrisson, Kokomo; V. Moore, Rosston; O. C. Moore, Waynetown; C. W. Miner, Frankfort; P. W. Millikan, Blountsville; Wm. Nading, Shelbyville; J. A. Rice, Frankfort; C. F. Reeves, Westlottesville; H. W. Reimann, Shelbyville; Ura Seeger, Marshfield; J. P. Shoemaker, Daleville; E. K. Sowash, Middletown; T. O. Stanley, Lyons Station; C. Sharp, McGrawsville; J. T. Sims, Frankfort; A. D. Shirley, Lebanon; R. S. Stahl, Thorntown; E. Taylor, Montmorenci; B. Taylor, Lafayette; E. M. Truman, Lafayette; O. J. Thompson, Kokomo; F. R. Thomas, Rays Crossing; H. G. Wolf, Morristown; H. L. Walker, Montpelier; H J. Woody, Pittsboro; J. W. Witt, Lebanon; N. A. Wall, New Ross; C. A. Warner, Sulphur Springs; J. A. Washburn, Remington; T. B. Wilkinson, Knightstown; P. J. Wolfson, Brownsburg.

Weevil Destructive in India.

F. DeLatour Booth-Tucker, commissioner in charge of the Salvation Army in India, writing from Simla to Major Erikson of Brooklyn, says:

Here in India they are only just beginning, on a small scale, the use of modern grain elevators. Hitherto the custom in the country has been a primitive system of burying it in the ground. Pits are dug above the ordinary water-level and these are lined with straw, and then filled up, this again covered with mud. While these are kept closed, being air proof, the grain is said to keep in fairly good condition; but once they are opened, they begin quickly to deteriorate.

There are, of course, also receptacles above ground for small quantities of grain, but in these the deterioration appears to be more rapid.

You will remember that we are dealing here with tropical conditions.

One of the chief difficulties in grain storage in India is that owing to the heat of the hot weather and the extreme damp of the rains the grain is so terribly subject to attacks by weevils, and the damage they do is something enormous.

Is this difficulty dealt with in America, and if so, how? Do they use disinfectants, and what method is adopted in the grain elevators? What percentage of loss do they reckon upon from weevils, and what plans do they resort to for dealing with the difficulty?

A QUARANTINE against seed and other parts of corn coming from Asia, the Philippines and other islands, to become effective July 1, has been issued by the U. S. Department of Agriculture, because of the prevalence of injurious plant diseases on maize coming from abroad.—P.

Feedstuffs

THE PHILADELPHIA FEED Co. suffered a severe loss recently by fire which broke out in the fifth story of its building.

THE NEW YORK State Retail Feed Dealers Ass'n held its 6th annual convention at the Hampton Hotel, Albany, June 21 to 23.

THE WORD "RIVAL" has been registered by the Albert Dickinson Co., Chicago, Ill., as a trade mark for mixed feeds for horse, mule and dairy use.

MIXED FEEDS will be handled by the new firm of Bush & Elliott recently organized in Nashville, Tenn., doing a wholesale feed and grain business.

A FEED PLANT is being erected for the Kewanee Farmers Elvtr. Co., at Kewanee, Ill., by the 3 Americas Co., which will be an addition to the company's new elvtr., now nearing completion. A local trade in feeds will be conducted.

REPARATION amounting to $315 has been awarded the Merriam & Millard Co., feed manufacturers of Omaha, Neb., by the Interstate Commerce Commission, on account of certain shipments of coarse grain and alfalfa feed from Omaha, Neb., to Vandalia, Auxvasse, Fulton and New Bloomfield, Mo.

JACKSON, MICH., JUNE 16.—We have just finished excavating for a new warehouse to be attached to our mill buildings. The new building will be three stories and basement, made of brick and mill construction, with about 2,000 feet of floor space to each floor. When finished it will be used for carrying a complete line of feeds.—S. H. Heywood, Eldred Mill Co.

FOR SHIPPING ANTHRACNOSE BEANS from Armada, Mich., to Baltimore, Md., Sabin I. Stump of Armada, doing business under the name of the Armada Elvtr. Co., was arraigned in U. S. district court recently. The government claims that anthracnose beans are technically decayed vegetable matter. Stump pleaded not guilty and was released on his own recognizance.

A PUBLIC HEARING on how to brand corn feed meal, and hominy meal, hominy feed, or hominy chop under the Food and Drugs Act will be held by representatives of the Bureau of Chemistry of the United States Department of Agriculture All persons interested are invited to attend. Those who desire may present their views in writing to the Bureau of Chemistry, Washington, D. C., on or before the date set for the hearing. The Department desires to obtain from the trade and others definite and accurate information concerning the correct meaning of the terms "corn feed meal," and "hominy meal, hominy feed, or hominy chop," and what should be the composition of products sold under these terms. The hearing will be held at 10 a. m., on July 12, in the Hotel Sherman, Chicago.

THE COLORADO ALFALFA MEAL and Milling Co., a newly incorporated concern of Brighton, Colo., which installed a temporary mill at that place last winter to determine the adaptability of that section for a feed industry, has now begun the erection of a permanent alfalfa mill there, to be located just north of the city on the Union Pacific Ry. and the Lincoln Highway. There will be a mill containing the alfalfa grinding machinery, a complete mixing plant for the production of molasses mixed feeds, and other mixed feeds, and grinders for grain and feeds for local consumption, a large storage warehouse for ground meal with a capacity of 20 carloads of sacked meal, a hay shed, and an open conveyor capable of allowing a number of teams to unload direct upon the conveyor at one time. Storage tanks for the syrup used in making molasses feeds will also be installed.

New Carload Minimum Weights.

The Official Classification Com'ite at Chicago June 15 conferred with Henry L. Goemann, Mansfield, O., rep. the Grain Dealers National Ass'n; J. S. Hazelrigg, Cambridge City, Ind., pres. of the Indiana Grain Dealers Ass'n, and J. S. Brown, manager of the transportation department of the Chicago Board of Trade, with regard to the proposed changes in the minimum carload weight of grain.

An agreement was reached on a schedule of weights and rules and the shippers' representatives believe they will be published in the Official Classification and in the tariffs of the carriers, and not become effective until after 90 days' notice. The proposed minimums and regulations will be effective on both domestic and export grain, and are as follows:

MINIMUM WEIGHTS.

Wheat	64,500 lbs.
Corn	61,600 lbs.
Rye	61,600 lbs
Barley	60,000 lbs.
Oats	51,200 lbs.
Barley and oats mixture (with 25% or less of barley)	51,200 lbs.
Barley and oats mixture (with more than 25% barley)	60,000 lbs.
Ear corn	49,000 lbs.
Grain screenings (consisting of one or more kinds of grain)	51,200 lbs.

RULE 1.

In ordering cars for grain the minimum carload weight of which is subject to this rule, the shipper must order those cars of weight capacity equal to or in excess of the minimum carload weights prescribed.

Whenever practicable cars of weight capacity equal to or in excess of the minimum carload weight prescribed will be furnished, and when available they must be used.

If the carrier is unable to furnish a car of weight capacity equal to or in excess of the prescribed minimum carload weight and a car of less weight capacity is available, such smaller capacity car will be furnished and the minimum weight to be charged therefor will be its marked capacity, but in no case less than 40,000 lbs.

RULE 5.

When a car of grain or grain screenings is loaded at loading point to within three feet of the roof at the side walls of the car and a notation to this effect is inserted on bill of lading by shipper, actual weight will apply. In the absence of a notation to the above effect the prescribed minimum weights subject to actual weights if in excess will apply.

Program National Hay Ass'n.

A good program has been arranged for the 23d annual convention of the National Hay Ass'n to be held July 11-13 at Cedar Point, O., with headquarters at the "Breakers" hotel.

Chas. England of Baltimore will submit a report for the Legislative Com'ite; E. C. Eikenberry of Camden, O., one for the Com'ite on Transportation; Jas. W. Sale of Bluffton, Ind., one for the Arbitration Com'ite.

Lee G. Metcalf, Illiopolis, Ill., pres. of the Grain Dealers National Ass'n, will deliver an address on "Fraternalism in Business"; and Myron T. Herrick of Cleveland an address on "Rural Credit." Among the other prominent speakers will be Senator Warren G. Harding of Marion, O.

The annual banquet will be given July 12 in the convention hall, followed by a ball in the ball room. Entertainment will be provided for the ladies.

A Well Built Driveway.

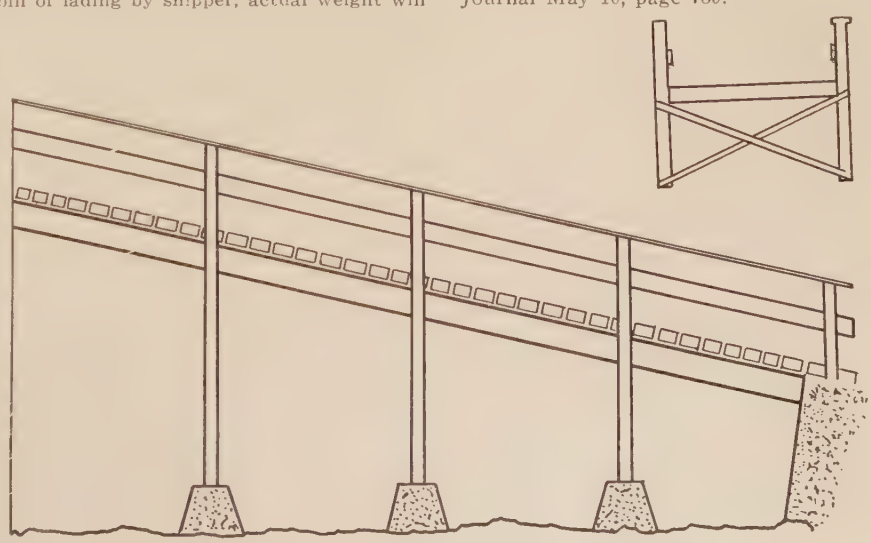
Drivers of teams hauling grain to the elevator appreciate nothing more than a good driveway to the dump; and when the driver happens to be the owner of the team and of the grain the safe and easy driveway does much to hold his trade for that dealer.

One of the most substantial driveways is that of the Farmers Elevator Co., at Niantic, Ill., the construction of which is shown in the engraving.

The underpinning is steel I-beams, 7 ins. wide, supported on bases of cement concrete. The floor joists are of 2 by 12s set 14 inches centers, and the floor is of 3x3 inch elm spaced one inch apart. The underpinning is braced with diagonal bars of 2½-inch angle iron.

The wagon guard and the rail is as strong as the floor, since the upright beams are carried to top of rail. At the height of the wagon hub a 2x12 is bolted to the upright beam. On top of the upright is bolted a 2x6 and right under this on the inside is bolted another 2x6.

The driveway extends 56 ft. from a concrete retaining wall to the elevator. its position with reference to the building being shown by fotograf reproduced in the Journal May 10, page 739.



Well Built Driveway of Farmers Elevator at Niantic, Ill.

Seeds

SIDNEY, O., JUNE 15.—Clover in this section is looking good.—E. T. Custenborder & Co.

HUNTSVILLE, ALA., JUNE 19.—Seed clover was damaged a good deal by recent heavy rains here, altho some was saved before the rain.—I. Wind & Co.

MEMBERS of the seed com'ite of the New York Produce Exchange for the ensuing year are Wm. Jacot, chairman; M. H. Duryea, Ernest Wehncke, O. W. F. Randolph and Chas. Wimmer.

KANSAS CITY, MO.—The seed crop here will be poor unless rains stop, and we have ten days or two weeks of sunshine. Blue grass seed is now being harvested. About half a crop.—Missouri Seed Co.

RESTORATION of free seed distribution to the agricultural appropriation bill is proposed in an amendment introduced by Senator Fletcher of Florida, and carrying a clause appropriating $140,920 therefor. —P.

THE FOUR STATES SEED CO. has been incorporated at Clayton, N. M., with a capital of $10,000, and will engage in a general seed and grain business using Clayton as headquarters. W. L. Franklin, recently of the Herzstein Seed Co., will be manager of the new concern.

MEXICO, MO.—Timothy and clover and other grasses all show a very heavy growth in all sections of the state. Some clover and alfalfa has been cut during the last weeks, but has been handled with difficulty owing to the wet, cool weather. —J. A. Gunnell, Sec'y, Missouri Grain Dealers Ass'n.

JOHNSON GRASS was contained in 50,000 bus. of seed oats used in Kansas the last season, according to G. E. Thompson of the agricultural college. Kansas has been trying to get a pure seed law for many years, the absence of which has sown this undesirable weed broadcast thru the state. It is difficult to get rid of, once it secures a rootage.

W. C. CROTE, sec'y and manager of the Younkerman Seed Co. of Council Bluffs, Ia., was elected president of the Iowa Seed Dealers Ass'n at the annual meeting in Des Moines. E. M. Cole of Pella, Ia., was elected vice president, A. M. Eldridge was re-elected secretary, and John T. Hamilton was made treasurer for the 10th time.

AN EXTENSIVE SEED CORN campaign over the state of Iowa during the coming summer and fall is being planned by the agronomists at the Iowa Agricultural College, Ames, Ia. A "Seed Corn Week" to take place early in October will probably be a feature of the campaign, and pupils attending country schools are urged to present exhibitions at that time.

ERECTION of a seed warehouse has been started at Nampa, Idaho, by the Nampa Flour & Feed Co., near the present warehouse and elvtr. owned by the company. Improved machinery for cleaning seeds of all kinds will be installed. The company believes there is a good future for the seed industry in that section and will take this into consideration in making additions to the equipment, building on a scale that will take care of its business for some years to come. While clover seed has been grown to some extent for a number of years, last year was the banner year for this crop. This year about twice the acreage of last has been planted to clover.

Failure of Seeds to Grow No Defense.

The Supreme Court of Washington on May 6, 1916, gave Thomas B. Meehan a reversal of the judgment which had been rendered in the lower court in favor of W. D. Ingalls, defendant, on a sale of crab apple and pear seed which did not grow when planted.

Upon receiving the seeds defendant placed them in a creek to soak for about a week, and then put them in an ice pack until Apr. 1, when they were planted. An expert testified that wetting for two days was the longest time required, and that if the ice pack is permitted to melt, as it was in this case, the seeds will heat, destroying their germinating quality.

Plaintiffs brot suit to recover $302.60 and defendant made a counterclaim for $562 by reason of cultivating and preparing the land on which the seeds were planted, defendant getting judgment for $127.53. In reversing this judgment in favor of plaintiff the Supreme Court held that as the seeds had been given the usual test before shipment and germinated and there was no evidence other than the fact that they would not grow when planted, they must have been good when shipped, and their failure to grow was due to defendant's neglect to treat the seeds properly.—157 *Pac. Rep.* 217.

From the Seed Trade.

GREAT FALLS, MONT., JUNE 21.—Crops of clover, timothy, alsike, alfalfa and blue grass in this section are all very late in starting, owing to the late and wet spring weather. However, a good stand is generally reported and a strong root with the possibility of making a splendid crop is in sight. There will probably be a shortage of clover and grass seeds this fall and a considerable surplus of alfalfa and timothy.—A. E. Barkemeyer, Barkemeyer Grain & Seed Co.

TOLEDO, O.—Real fireworks in clover rarely come before July. Clover is lazy in June. Too early to get definite line on the new crop. July, August, September are the critical months. Prices often fluctuate widely during these months. Last year October clover lost 20 cents in July, gained $1.35 in August and $3.05 in September on the crop failure in the central states. In 1914, gained $1.20 in July and $1.07 in August and lost $1.62 in September. Six of last eight years, prices have made a net gain in July, also in August. Four years show a loss during September and four years show a gain. Prices now are higher than any June since 1912, when they went to $10.30. They declined that year in July to $9.75. Weather conditions have been generally favorable. Some seed in the central states was winter killed, but the acreage left standing is looking well. Cutting of hay crop will soon be general. Subsoil moisture is liberal, owing to the frequent rains. With moderate showers after cutting the seed crop will have a good start. Paris seed firm writes that stocks have been well cleaned out there. Exporters who have sold out find it almost impossible to replace. Lack of farm help will probably cut down the 1916 yield. Clover used to be a central states affair. Now it is a three-ring circus—Central States, Western States and Europe being the three chief points of interest. Trade must watch all three. The west and Europe upset calculations during the past season.—Southworth & Co.

New Seed Trade Regulations at Chicago.

Changes in six of the eleven regulations governing the trade in grass and field seeds were made effective June 20 by the directors of the Chicago Board of Trade.

Grades remain unchanged, as in rules one, two and three.

Regulation four is amended to provide that on Saturdays samples to be arbitrated must be presented by 11 a. m.; and the samples shall be marked with a designating mark other than the car number, so that the identity of the seed may be preserved.

Minor changes are made in the other regulations, and regulations six and nine have been much enlarged, to provide for delivery on futures, and are as follows:

Six. In all sales for future delivery of seed on grade, only seed accepted as Contract Prime by the Arbitration Com'ite on Grass and Field Seeds shall be deliverable on contract. All contracts for future delivery for the new crop season shall be understood as beginning with the month of August of each year, and shall terminate with the month of July of the following year. The certificate shall hold good for delivery for the crop year August 1st to July 31st of the year following, and a certificate issued during one crop year shall not be available for delivery after the end of that crop year unless on sale specifying old crop seed, provided in all cases the identity of the seed so arbitrated on shall be preserved and provided the seed be in good condition when delivery is made. The bags containing the contract prime seed so inspected shall be marked at seller's expense before delivery on contract, to conform to the identification number or mark on the arbitration certificate.

Seven. All lots of other seeds to pass as prime must be of uniform quality throughout, clean, sound and good average quality of the crop, and packed in clean, seamless cotton bags, sewed.

Eight. In all sales of timothy, clover and other grass and field seeds for future delivery or for transfer to eastern railroads by carloads, a carload shall be deemed to contain 36,000 pounds.

Nine. In sales of timothy, clover or alsike clover seed for future delivery, in less than carloads, such sales shall be made in lots of 50 bags, or multiples thereof. All sales of such seed by sample or on grade, car lots or less than car lots, shall be "delivered." The term "delivered" shall cover territory within easy hauling distance if by teams, or within switching district if by cars when for full carloads, provided that cartage to be paid by the seller on lots hauled by teams shall not exceed 3½c per bag.

Ten. On sales of a specified number of bags of timothy, clover or alsike seed, delivery shall be made on basis of 150 pounds of clover or alsike per bag and 120 pounds of timothy seed per bag, but delivery may vary within reasonable limits as to number of bags used to contain the amount of seed contracted for. Provided that no lot of seed shall be deemed regular for delivery if there is an excess or deficit in weight of more than 2% over or under the amount called for in the contract.

Eleven. Any excess or deficit within the above limits shall be settled for at the current market upon the day of delivery of arbitrated sample. Bags to be paid for at current market.

THE WINTER WHEAT CROP of the United States will probably be 300 millions less than a year ago. The Canadian crop yield will doubtless be 150 millions less than last year, or even show a greater loss than this. The acreage sown to wheat in Europe in every important producing country must be enormously short of normal, consequently we feel safe in saying that the world's wheat crop will be at least 750 millions short of last year. —Logan Bros. Grain Co.

Meeting American Seed Trade Assn.

The opening session of the annual meeting of the American Seed Trade Ass'n was called to order by Pres. John M. Lupton of Mattituck, N. Y., at 10:20 a. m., June 20, in the Hotel Sherman, Chicago, with over 100 present.

J. C. Vaughan, Chicago, welcomed the seedsmen, referring to the fact that the ass'n had met in Chicago but four times in the 33 years of its existence.

F. W. Bolgiano, Washington, D. C., second vice-pres., responded for the Ass'n.

Pres. Lupton read his annual address, from which we take the following:

President's Address.

In 1893, when I joined this Ass'n, the legislatures of the states had not awakened to the purification of seeds. The earlier meetings of the Ass'n promoted good fellowship and laid the foundation for serious work.

The Ass'n has a protective and constructive work to perform. There never has been a time in the seed trade when co-operation was more urgently needed.

Weed seeds grow in the fields with the grass seed, and we have been depending on machines to take them out. I am firmly of the belief that the weeds can be taken out of the field when growing to better advantage than by machines after harvesting. An inspection of the fields by competent authorities and an official certificate of approval or condemnation would be a most practical system.

Our executive com'ite recommended that after Jan. 1, 1917, we use the cental system exclusively and abolish trading in pecks, quarts or bushels. I recommend such action as will result in the adoption of the cental system as the standard of the Ass'n.

The passage of a seed law in Wisconsin with the disclaimer stricken out seems to lead to a movement to deprive seedsmen of an essential protection. We are seeking to preserve the disclaimer in the terms of sale. I recommend that the convention formulate a set of rules for the use of the disclaimer.

I recommend that a trade mark be adopted which may be used by all members in good standing.

J. C. Robinson, Waterloo, Neb., was nominated and unanimously elected a member of the executive com'ite to succeed J. Charles McCullough, Cincinnati, O., deceased.

A com'ite to carry out the recommendation of the pres. was named, consisting of Willard, Page, Vaughan and Massie.

Sec'y C. E. Kendel, Cleveland, O., in his annual report, showed a net gain of one member. Two failed, one sold out and one was dropped, and five joined, making the present total 183.

Annual dues of $2,595, initiation fees of $225; interest, $39, added to last year's balance of $1,096, made total receipts of $3,955.20.

Disbursements included attorney's retainer, $1,375; sec'y's salary, $400; stenographer, $200; expense legislative com'ite, $122.50; total, $2,568.54; leaving a balance of $1,386.73.

J. C. Robinson requested that the names of the dozen applicants for membership be posted at the door of the hall.

E. C. Dungan, Philadelphia, Pa., chairman of the com'ite on postal legislation, reported that little had been done. House Bill 11621 and Senate Bill 4997, providing for the mailing of seed and other catalogs and books by the pound instead of the piece, was recommended by Mr. Dungan, "So we can add a few pages to a catalog and still have the same rate without zones. If we can have this bill passed it will be the greatest thing ever done for the catalog business."

Sympathy for L. L. May, who is in a hospital, was expressed by the Ass'n.

A. K. Bush, Minneapolis, Minn., read a valuable paper on "Corn Growing in the Northwest," which will be published later.

Pres. Lupton invited friends and members to an informal reception that evening.

L. H. Vaughan, M. H. Duryea and Bolgiano were appointed the banquet com'ite.

At the afternoon session Thos. H. White read a paper on "Advertising Fair Play."

Wednesday morning H. G. Hastings presented a report for the membership com'ite.

In executive session the Ass'n considered business and legislative matters; W. G. Scarlett of Baltimore, presenting the same legislative paper that he had at the earlier meeting of the Wholesale Grass Seed Dealers Ass'n.

Kirby White of Detroit was elected pres., Mr. Bolgiano, vice-pres., and C. E. Kendel, re-elected sec'y.

Convention Notes.

Daniel Taylor, Chicago, rep. the Torsion Balance Co.

J. D. Marshall, rep. the Louisville Seed Co., Louisville, Ky.

E. Rosenberg, rep. the Milwaukee Seed Co., Milwaukee, Wis.

W. R. Jossman, Detroit, Mich., rep. the Caughey, Jossman Co.

A. K. Bush, Minneapolis, Minn., rep. Northrup, King & Co.

Ed Mangelsdorf, rep. the Mangelsdorf Bros. Co., Atchison, Kan.

A. H. Flanigan, rep. the Crawfordsville Seed Co., Crawfordsville, Ind.

The attendance was the largest in the history of the Ass'n, over 225 having registered.

A. E. Reynolds and R. W. Baker, rep. Crabbs, Reynolds, Taylor Co., Crawfordsville, Ind.

The ladies were taken for an auto ride along the shore of Lake Michigan to Highland Park.

The annual banquet Wednesday evening, tho without wine or speechmaking, was enjoyed by all.

For the convenience of those at the convention, the Illinois Seed Co. had provided in Parlor C a phone, operator, tables, stamped envelopes and the services of Geo. S. Green, Frank Huyck, T. J. E. Kemp, Richard Williams and B. F. Lane. Pocket memorandum books with the name of the recipient neatly lettered in gold on the leather cover were presented with the compliments of the company.

Wholesale Grass Seed Dealers Meet.

At Chicago June 19, just before the annual meeting of the American Seed Trade Ass'n, the Wholesale Grass Seed Dealers Ass'n held three sessions at the Hotel Sherman.

Several new members were admitted to membership, and the limit is about reached. Three directors were elected; and A. E. Reynolds of Crawfordsville, Ind., pres., and W. R. Jossman of Detroit, Mich., sec'y, were re-elected. Two new com'ites were created, on arbitration and rules. One of the important papers presented was the report of the Legislative Com'ite, by W. G. Scarlett of Baltimore. Mr. Scarlett was reappointed chairman of this com'ite for the ensuing year.

New President Hutchinson Board of Trade.

F. E. Hipple was chosen pres. of the Board of Trade of Hutchinson, Kan., at the annual election June 13, succeeding J. R. Baker, under whose two years' administration the grain trade of the city has grown wonderfully.

For 26 years Mr. Hipple has been actively engaged in the grain business in that part of Kansas. For 17 years, from 1890 until 1907, he traveled for the Kansas Grain Co., of Hutchinson, and then started in as general manager of the Liberal Elevator Co., and still continues as manager. In 1913 he organized the Hutchinson Terminal Elevator Co., and still remains as pres. and general manager. Mr. Hipple is deeply interested in the welfare of the Hutchinson grain market and is qualified by his experience to preside efficiently over the destinies of the Board of Trade.

The activities of the Board have been greatly increased and it is now drawing grain from a wider territory than ever before.

THE GRAIN DEALERS JOURNAL is indispensable to the grain buyer.—E. P. Betts, Eagle, Neb.

STATE MARKETING departments have been undertaken in many states of the Union. Twenty-seven states have no marketing department. In Georgia the State Dept. of Agriculture employed a market agent; but abandoned the project in about 6 months. In California the movement is farther advanced, work having been begun in November, 1915, by the State Commission Market, San Francisco, which at a later date intends to sell farm products, locally and elsewhere on a commission basis.

F. E. Hipple, Hutchinson, Kan., Pres. Board of Trade.

Shippers Enjoy Hospitality of Wichita Board of Trade

The annual "At Home" of the Wichita Board of Trade was thoroughly enjoyed june 15th and 16th by several visiting dealers, and as is usual at this jovial festival everyone was in good spirits and had a fine time.

The first session was called to order promptly at 10:00 a. m. by Pres. L. H. Powell, who introduced Mayor Bentley as being also a fellow grain dealer.

Mayor Bentley in welcoming the dealers called their attention to the rapid growth of Wichita not only as a grain handling center, but as being located in the highest taxpaying county of the state. He said that with the co-operation of all who were present there was no reason why it should not continue to grow.

Pres. Powell: Our location makes Wichita your natural market. We are the gateway of the Ports of Galveston and New Orleans, or to the great consuming markets in the Northwest. We don't get more money for your grain, but our position enables us to dispose of it at points of best advantage. Many of you have heard rumors in the past, yes dreamed about an elevator of sufficient capacity to store your grain. That dream is about to come true in the building of a 1,000,000 bu. up-to-date fireproof plant in the northwestern part of the city. With the establishment of this modern house it will make our city even more advantageous for you than it is at present.

A few of our members have conceived the idea of organizing a secret lodge to be known as the Ancient Order of Niarg. It is to be the playground of every dealer who joins and the funds are to be kept in the treasury for your own use. At this time we have over 300 applications for membership and this is just a start, so we feel that it is going to be a grand success.

T. L. Daniels, Cullison, Kan., sec'y of the Farmers Ass'n, said: The idea among grain com'isn men that the cooperative elevators would drive the middlemen out of business was wrong. The manager of the farmers' elevator is too busy looking after the plant to hunt markets. The grain commission man of today has a much better business than he did in the days of the large line elevator companies.

G. H. Beacon, Gen'l Mgr. of the Rock Island, gave a short talk on the car situation in which he begged the cooperation of all shippers and receivers in the prompt loading and releasing of cars. He said that the R. I. Lines now have about 15,000 cars suitable for carrying grain. The average length of time taken for unloading is three days and if this can be reduced to two days, it will not only facilitate the handling of the crop but will relieve congestions at the terminals. Do not wait simply because you have so much free time. Get right busy and do your share toward alleviating the car shortage evil.

Thursday afternoon the visitors were taken for a long automobile ride over the city boulevards and through the parks. Nearly 60 cars and about a dozen Fords made the city population sit up and take notice. At places in the parks where bends in the road required doubling back the first cars had to stop to allow the rear ones to pass. From the parks the procession went to the ball field, where the Board of Trade had reserved the entire south half of the grandstand. The addition of over 400 husky voices evidently gave the home boys a little extra confidence, as they came out on the long side of an exciting 7 to 2 contest with Sioux City. While the score was rather one-sided, it was full of thrills from start to finish, and the final outcome was doubtful until the last man was out in the 9th.

In the evening everyone went to Wonderland Park where they were entertained by high class vaudeville and the many thrillers. Tickets were also supplied to the Dance Hall to all those desiring to "shuffle."

Friday Morning.

The real business of the meeting was taken care of at the Friday morning session. Several good addresses were made and Pres. Powell read a letter from R. T. Miles, Chief Inspector at Galveston, expressing his regrets on being unable to attend and deliver a short talk, also calling attention to the proposed work of the railroads in raising their tracks to an elevation which will insure the safety of all grain in cars, and expressing the hope that everyone would continue to ship grain for export through the Port of Galveston.

D. S. Warwick, Pres. of the Millers Grain Co. delivered an address on "Market Manipulation." He said: In 1848 a few men got together in Chicago and organized a Board of Trade. At that time Chicago's population was about 12,000. These men traded in all kinds of farm produce and merchandise. At first it was not their purpose to deal in options, but it was soon found that in order to facilitate things and protect buyers it would be necessary to establish a "future market," that is, a market where the buyer had the option on deliveries when he was unable or did not care to take the goods at the time the order was placed. Since that time prices have been controlled by the law of supply and demand.

The prevailing opinion in late years has been that in some mysterious manner some one man, or clique of men, have had absolute control of the market at the expense of the uninformed public. We are of the opinion that this idea is entirely erroneous and that all the dealers in the Chicago and other terminal market Boards of Trade are just as honorable as are you. We are of the opinion that they don't know any more about what the market will be 30 minutes from now, next week or next month than you do. We believe that when a wire comes into Chicago stating that it is raining

First Section Fotograf of Shippers Enjoying Hospitality of Wichita Board of Trade.

hard in Kansas and ruining the crop, such a report will put the price up, providing there are no reports from other sections of an opposite nature to offset it. We believe that the prospective crop of 10 or 11 bushels to the acre added to the visible supply has more to do with prices than anything on earth. To be sure reports that certain firms are buying or selling are made in an effort to influence the market, but I want you to go away from here with the idea that the farmer is just as good a guesser as to what the prices for wheat will be in the next 30 days as any member of the Board of Trade.

Many people think the Board of Trade is robbing the public. Just consider this: Out of over 1,800 members of the Chicago Board of Trade, nearly 1,000 are trading now, having orders to buy or sell. Just according to the number of orders on either side that is the way the market is bound to go. An oversupply of buying orders will make the buyers bid the market up and vice versa.

I have been asked to say a few words about hedging.

Sec'y J. H. Sherman delivered a speech on this subject at Kansas City and it was published in Grain Dealers Journal for May 25. Every one who heard it thought it was fine, so I had sort of figured I'd just borrow it for this occasion. Sherman wanted $4,500, however, so I'll just give you my own ideas. I heard it remarked that every Wichita dealer owned several cars and had made a bunch of money the past year, but for my part I'll trade my profit with any one who has a Ford. To be sure, there were a good many profits last year, because the market went up while the orders were being executed, but last year was an exceptional year. As you know, the shipper has two methods of disposing of his grain, either selling to arrive or consigning. Ordinarily selling to arrive is a safe proposition, but I think consigning is better. In the latter method you can give an order to sell 1,000 bushels on the Board and then buy it in and take off the hedge when the car arrives. Now, how are you to get a profit? If you have paid more than it's worth for the wheat, then you will never get a profit, but this system will soon educate you into buying at the right price. More men have been ruined simply because they couldn't resist the temptation to pay a little more than the market when prices have been advancing rapidly than in any other way. The only absolutely safe method is to buy your grain on a safe margin in the first place and then take a legitimate profit on it by hedging and you will find that your cars will bring more money when consigned and sold in the open market than when sold to arrive, because the buyer can see what he is getting and will pay a premium for good grain.

Pres. Powell: My attention has been called to the practice of plugging cars, now in vogue with many shippers it would seem, from the large number which are received. Now this is not fair and no dealer can hope to profit by such a practice. We are giving you good weights, grades, prices and service, but as a matter of self-defense our inspectors test every car from end to end and top to bottom. If you will either mix your grain carefully or sell your good grain at one time and bad at another, you will have fewer rejections and eliminate one of the greatest causes of friction between buyer and seller.

Henry Lassen, President of the Terminal Elevator Co., gave a short talk on the new 1,000,000 bu. elevator in Wichita; I am sure that dealers in central Kansas have dreamed of a large storage plant of some kind in this city for a good many years, but the main trouble has always been that no one wanted to invest any money. Necessity, however, is the mother of invention, and bids fair to bring to you a realization of your dream in the new million-bushel house we are about to build. During the past year the Santa Fe has had an average of 400 cars standing on track here and recently we decided it was about time to do something, so I started the ball moving. I had trouble at first until I came across some southern Kansas millers who agreed to invest a part of the money if the city of Wichita would stand the rest. I am glad to say that this proposition met with approval from the start and the money has been subscribed in short order. Great credit is due the railroad for its efforts and their expenditure of $30,000 in extending its tracks and securing 15 acres of land. The John S. Metcalf Co. of Chicago, one of the largest designing firms in the country, has drawn up plans for a most complete up-to-date house. The initial capacity will be 1,250,000 bus., but the plant will be so arranged as to allow of an increase to three million bushels if found necessary. The plans are now complete and will be sent to every reliable contractor in the country within a few days, so we hope to have the contract placed by July 1st. It is to be operated as a public house and storage charges will be reasonable, so you can ship your grain in and hold it a while if you want to. In the event that you wish some money on it, we are making arrangements to allow from 90 to 95 per cent of market value.

We believe that the establishment of this plant will be a boon to the country shippers. Heretofore it has been necessary for the millers to buy their grain in Kansas City and in many instances the wheat was sold originally at Wichita only to be brot back again to be milled. This meant paying freight twice and that's pretty expensive.

The plant is to have every modern device known for facilitating the handling of grain and will be electrically driven throughout. We will have a receiving capacity for 100 cars daily if necessary and are to have four tracks, two in and two out. The main building is to be 45x85x150, so you can readily see we will be able to handle all your grain. I hope you will all appreciate what this plant means to you and will help us keep it full.

John A. Wilson of the Southwestern Laboratories read a paper on the Chemistry of Wheat, from which we take the following:

The Chemistry of Wheat.

It is only within the last decade that particular attention has been given in the Southwest to chemistry as applied to grain and grain products, whereas in other portions of this country, especially in the

Second Section Fotograf—Shippers Attending Wichita Board of Trade "At Home".

Northwest, this has been done for many years.

Eight years ago, when Capt. Frank H. Lawton, then in charge of the Purchasing Commissary Department in Kansas City, suggested establishing a commercial laboratory to specialize in cereal chemistry, I was very much surprised to learn that the grain, milling and baking trades in this territory were almost wholly uninformed of the chemistry of the raw material and finished products they were using in their respective lines of business. I am pleased, however, now to be able to say that our beginning has been followed by possibly two hundred laboratories in the Southwest, by the mills, grain dealers, bakeries and others, and the agricultural colleges are now specializing in this very important branch of chemistry.

I found it rather difficult at first to interest the trade sufficiently to make practical use of the chemical analysis, but a few enterprising millers, applying this chemistry in their wheat purchases and the milling thereof soon convinced others not only of the practicability thereof, but the necessity therefor as well. Since that time I have been pleased to note the adoption by the Government of grades for corn and coarse grain, based upon the moisture test, and their establishment of the acidity test for soundness of the same grain. Furthermore, the probability is that the very near future will furnish established grades by the Government on wheat and oats, the wheat grades to have applied thereto the moisture test, the damaged grain test, and the dockage test, while for oats there will be the moisture test also, the test for the admixture of other grain and foreign material, and the detection of chemical treatment.

The state and Government enforcement of the feed laws is based upon the chemical analysis and the contemplated adoption by the Government of standards for flour is based upon the chemical analysis, all of which has and is being supplemented by the various laboratories of this country and Canada. For example, the distillery interests are having the chemical analysis applied to the grain they purchase and to the by-products, The starch factories are applying the chemical analysis to the coarse grain they purchase and the various by-products thereof; the feed manufacturing concerns are applying chemistry to the grain they purchase and the by-products thereof; the alfalfa mills are applying the chemical analysis to the raw material they purchase and the feed they offer for sale; the cotton mills are applying the chemical analysis to their raw material as it is purchased and the by-products thereof; the cattle feeders are applying the chemical analysis to the grain and feed they purchase for their cattle; the millers are applying the chemical analysis to the grain they buy and the by-products thereof, and so on.

Chemistry is very fast taking the place of the, to a certain extent, impractical physical tests and inspection of the past in the matter of grading and using grain and the various products thereof. I bring these things to your attention, not for the purpose of an argument for or against inspection work of any nature, but that your thoughts may be directed toward the practical application to the business in which you are engaged, the selling of grain, the raw material for so many different uses in this present day, and the trend of the grain towards chemistry for a solution of its actual worth for the several uses to which it is to be applied. Therefore, it seems to me that it behooves you to become familiar with chemistry as it may be applied to the article in which you are dealing and to take advantage thereof; for if it is of advantage to the terminal market grain dealer, the miller, the feed mill, the distillery, the starch factory, the cotton mill, etc., surely it must and should be of benefit to you.

Senator J. H. Stewart, Vice President Nat'l Bank of Commerce of Wichita, gave a short talk on "The Value of a B/L." He said that the B/L was originally merely a receipt for goods to be transported some place, but as the volume of business increased, it began to be used as collateral and today is recognized almost on a par with legal tender. The value of a B/L lies not in its legal tender value, but in the banker's confidence in the value it represents. Without this confidence it would be worth only the paper it is written on. The bankers are looking forward to the day when all Bs/L will be in such good condition as to establish an even greater confidence than exists today, and when this has been accomplished all business will be handled with greater facility and the B/L will be recognized as commercial paper.

Friday afternoon the dealers were called together for a short round table and knocker's talk, but no one had anything on his mind, so the meeting was dismissed and the members of the A. O. N. repaired to the Auditorium for the first annual meeting.

Birth of A. O. N.

It was an impressive parade of over 300 dealers, headed by a German band, that marched from the Grain Exchange to the Auditorium, and there were many in the line who were rather wishing they weren't. The regular custom of keeping a secret every rumor of what was about to happen, except that it was generally understood a large number would be called upon to "suffer the initiation." While no one was actually afraid to go through it, there were few who were anxious to be called upon, and it was therefore a solemn and "small" looking crowd which assembled and tried to hide behind each other. Providence was kind to all but about 15, in that the degree team had had little time to practice enough to put a larger number through in the time allotted. Of course, the degree must be kept secret and we couldn't report a thing about what was done except that the poor bulls who were "too wise" are a site wiser now. Taken all around, the visitors never enjoyed themselves half so much or laughed half so hard in such a short time and everyone agreed that they wouldn't miss the next annual meeting if the cost were ten times as much. We might add that Sec'y Sherman received a noisy and shocking report during the meeting and we think Mr. Phillips will not be so apt to answer the questions of his persecutors in the future.

As Burns would say, "Suds is suds for a' that."

Browning says they held him down. We didn't think a "little" fellow could squirm so.

The barbers of Wichita missed quite a little revenue, what? And when you come to think about it, do you believe you could tell a good egg from a bad one simply by holding it? We don't, either.

Somebody remarked that the jury was still out when they answered the married or single question. Lucky man.

Immediately after the initiations, those who were not fortunate enough to get their applications in were allowed to come in and everyone was served with an old-fashioned Bull and Bear meat Barbecue "with trimmin's" and the "trimmin's sure hit the spot."

Bald-headed Row was certainly an advantageous position, but even at that some of those further back fared fairly well, in fact, there was only one seat in the house that would have sold at a premium and Brady was deaf to offers. Some men are born lucky.

Third Section Fotograf—Shippers at Wichita Board of Trade Entertainment, June 15-16.

Honest, Smith, the cigars were real good, but your friends could have bailed you out.

Convention Notes.

Everyone joined the Niarg.

W. M. Browning represented Chicago.

Roth Grain Co. distributed carnations.

Williamson Grain Co. distributed key ring pouches.

Atchison was represented by L. E. Davy and C. H. Blanke.

Sec'y Sherman got a noisy report over the phone at the barbecue.

Representatives of grain commission firms were out scouting for things.

Room 529 was very popular; in fact, it was crowded to capacity most of the time.

Orthwein-Matchette Co. and Clark Burdg Grain Co. handed out unique paper weights.

E. Bossemeyer, Jr., journeyed all the way from Superior, Nebr., to mingle with the shippers.

A. P. Harris of the John Hayes Grain Co., Winfield, was the sole representative from that city.

Supply men in attendance were L. R. Graham, reptg. Richardson Scale Co.; W. R. Steckbauer, A. T. Silver and E. A. Faulk.

J. P. Glandon, sec'y of the Salina Board of Trade, and representing Aylesworth-Neal-Tomlin Grain Co., was among the visitors.

J. A. Braunagel, Millers Mutual Fire Insurance Ass'n, and F. E. Smith, Grain Dealer's Fire Ins. Co., were the only insurance men present.

E. E. Roahen Grain Co., Wm. G. Dilts, Jr., & Co., Kansas Milling Co., J. R. Harold Grain Co., and Price Grain & Commission Co., distributed pencils.

As usual, the railroad men were on the job, the different roads were represented by L. V. Beatty, J. E. Blaine, F. H. Erhart, C. P. Hale, C. F. Smith, C. C. Porter.

Kansas City had the largest representation. Those who cried the advantages of that market were Wm. G. Dilts, Jr., and L. J. Morgan, reptg. Wm. G. Dilts, Jr., & Co.; W. W. Deck, reptg. Aylesworth-Neal-Tomlin Grain Co.; D. L. Croysdale of Croysdale Grain Co.; E. E. Roahen of E. E. Roahen Grain Co.; J. F. Marion and A. Freeman, rept. Ernst-Davis Commission Co.; F. D. Bruce and M. A. Hurley of Bruce Bros. Grain Co.; H. G. Miller, reptg. Thresher, Fuller Grain Co.; G. M. Vogt, Allen Logan, Frank Barrett, W. F. Fiquet, F. B. Godfrey, Geo. Fletcher, C. W. Avery, Chas. Cooper, F. O. Zimmerman and R. E. Brady.

Hutchinson dealers were very much in evidence. Those coming over were Carl Hipple, Hugoton Elvtr. Co.; O. A. Sherwood, Bolin-Hall Grain Co.; John Hayes and Leonard Ayres, John Hayes Grain Co.; Chas. Greenlee, W. E. Carr, C. G. Hopkins, Elmer Miller and L. M. Miller, Turon Mill & Elvtr. Co.; Gus. Oswald, J. B. McClure and E. B. Cool, of the J. B. McClure Grain Co.; C. G. Smith of the Equity Commission Co.; R. O. Yates of the Hinman-Yates Grain Co.

Oklahoma shippers in attendance were: C. A. Boles, Cherokee; Chas. F. Brattain, Pond Creek; W. J. Cameron, Capron; E. T. Fowler, Woodward; W. W. Fulkerson, Capron; Walter Hunsaker, Dacoma; O. W. Hutchinson, Shattuck; G. T. James, Gage; Frank Loeser, Amorita; Luther Martin, Burlington; Jas. McIntyre, Jefferson; Chas. McIntyre, Renfrow; S. M. Owen, Avard; C. C. Peebles, Amorita; O. W. Pfeiffer, Cherokee; Sec'y C. F. Prouty, Oklahoma City; G. C. Rhodes, Kremlin; Oscar Robinson, Gage; A. Settergreen, Lamont; L. O. Street, Woodward; C. H. Swinehart, Capron.

Kansas dealers in attendance: E. Albritten, Cunningham; C. A. Aikman, El Dorado; I. M. Alexander, Mayfield; O. D. Bonham, Stafford; Lee Butcher, Hardtner; J. W. Berg, Inman; Chas. Burlie, Bluff City; John Bunck, Garden Plain; W. M. Barber, Shook; H. Biewener, Newton; E. A. Biewener, Newton; W. W. Dole, Geuda Springs; Hubert Durant, Radium; H. N. Durant, Wilmore; Karl Ehrlick, Marion; E. W. Elmore, Royce; J. G. Fay, Belle Plaine; L. R. French, Pawnee Rock; W. E. Gamble, Greensburg; R. C. Gates, Seward; P. W. Guldin, Rush Center; E. M. Hall, Millerton; Cecil Haas, Albert; F. W. Haas, Albert; Leo Hecht, Andale; E. A. Jones, Hazelton; H. Jenkins, Cullison; W. C. King, Abilene; P. V. Kimpler, Ellinwood; C. Knox, Belle Plaine; W. A. Kramer, Frizell; E. O. Lamon, Haven; Geo. Lee, Mullinville; C. C. Lindamood, Walton; Jas. Lyons, Langdon; Earl Martin, Coldwater; Harry Martin, Lake City; H. C. Morton, Wellsford; T. J. Macreadie, Clearwater; Geo. B. Muller, Bushton; W. J. Milloway, Larned; Frank McLain, Sun City; L. W. McLaughlin, Geneseo; C. H. McBrayer, Kiowa; W. W. McClellan, Calista; A. N. Miller, Viola; G. C. Moore, Isabel; A. J. Moore, Caldwell; S. B. McClaren, Andover; I. F. McGill, Clearwater; K. R. Mohn, Ellinwood; J. H. Magruder, Pratt; P. T. Nickel, Buhler; R. Northrup, Offerle; T. B. Oliver, Mt. Hope; W. E. Rages, Burrton; D. L. Razlaff, Inman; W. H. Roll, Peck; Geo. Scanlon, Pratt; H. L. Shellenberger, Geneseo; P. Schulte, Schulte; A. L. Scott, Pittsburg; J. W. Shepard, Duquoin; C. E. Spangler, Walton; A. W. Stein, Protection; A. Swanson, Coats; R. M. Todd, Halstead; J. C. Van Fleet, Galva; W. T. Voils, Wellington; Jas. H. Wolfe, Lewis; A. E. Wooldridge, Brown Spur.

D. H. Stuhr of Davenport, Ia., is on the program for a paper on "Standards for the Grading of Barley" at the second Interstate Cereal Conference, July 11, 13, at St. Paul, Minn. Altho well posted on barley Mr. Stuhr invites suggestions for the most reasonable and practicable barley standards.

The world has never seen, until now, a trust in foodstuffs for the benefit of the consumer under governmental control. They are beginning to realize that the workings of this machine has cost the American farmer millions and will continue to do so unless competition is again established and the grain trade freed from the octopus that is strangling it. As it is now, prices are depressed by the failure of foreigners to buy wheat and who knows but by other means. On the severe breaks a little business is done, enough to moderately rally the market, and this goes on "ad infinitum." Somewhere close at hand is the line of intrinsic value, and with the greatest war the world has ever seen, it seems reasonable to suppose that when prices get attractively low we shall see independent capital take the buying side. While the visible is oppressively large as compared with last year, the surplus producing nations are all facing greatly reduced crops and Europe is bravely trying to hide her enormous needs by official statements of acreage normal or larger than last year, when the world knows that, excepting Germany, the entire Europe is pitifully lacking.—W. H. Perrine & Co.

Fourth Section Fotograf—Shippers at Wichita, June 15-16.

Grain Trade News

ARIZONA

Florence, Ariz.—The question of an elvtr. and flour mill is being discussed by members of the Pima Improvement Ass'n in account of the high prices of seeds.

ARKANSAS

Ft. Smith, Ark.—We have opened a branch in this city and intend carrying about $5,000 stock of feed and grain. We will do a wholesale shipping business with Joller Wanderer in charge.—Jay Cameron, mgr.—pres. Bates Grain & Commission Co., Little Rock.

CALIFORNIA

Davis, Cal.—Elvtrs., with a capacity of 50,000 sacks, are being erected here.

San Francisco, Cal.—J. J. [illegible] of Nunn & Bartlett, has been admitted to membership in the Grain Trade Ass'n.

Terra Bella, Cal.—Marvin J. Smithhart, grain buyer of Porter has been granted a lease on the S. P. right-of-way and will build a grain warehouse [illegible] will be operated [illegible] Porter Bldg. & Loan Assn.

Los Angeles, Cal.—For the U. S. Quartermaster's department [illegible] of the company [illegible] The office operates with a [illegible] management of the Globe Grain & Mfg. Co. as a whole. Besides our mills we have a string of grain warehouses throughout the Imperial Valley and two and operate elvtrs. [illegible] Sacramento, Cal., and Seattle, Wash.—C. C. Ball, of Globe Grain & Mfg. Co.

CANADA

Federal, Alta.—Fire destroyed the elvtr. [illegible] bushels of grain.

Insage, Sask.—J. E. Barrington is no longer agt. of the Saskatchewan Co-operative Elvtr. Co., of Regina.

Killarney, Man.—The capacity of the elvtr. which the Manitoba Grain Growers, Ltd. have from the Winnipeg company will be doubled.

Dominion City, Man.—Waddell's elvtr. burned down on March, also other grain in the vicinity was the other. The loss is partially covered by insurance.

Ft. William, Ont.—The first unit of the proposed elvtr. of the Saskatchewan Co-operative Elvtr. Co., of Regina, Sask., will be completed Sept. 30, 1917 at a cost of $[illegible]

Miami, Man.—The 30,000-bu. elvtr. of the Grain Growers Co. burned June 30. Three cars of grain were destroyed with it. It is estimated that about 2,000 bus. of grain burned.

Calgary, Alta.—The Alberta Farmers Co-operative Co. will build 30 elvtrs., of 25,000 bus. capacity each. Three of these will be erected in the Peace River country. These pokkomma houses will give the company [illegible] elvtrs.

Bellevue Hill, Alta.—Contract has been let by the Lake of the Woods Mlg. Co., Ltd., of Winnipeg, Man., for a 500,000-bu. elvtr. and mill, with a daily capacity of 2,000 bbls., to the Carter-Halls-Aldinger Co. This plant will replace the one destroyed by fire last month.

[illegible] will be erected by the Canadian Government. Contract has been let and work will start at once so that it will be finished to handle this season's crop. It will be erected on the Canadian Transcontinental Ry. The loading capacity will be 150 cars per day.

WINNIPEG LETTER.

Winnipeg, Man.—About 200 members of the grain trade, at a dinner June 12, were shown by W. Sanford Evans, chairman of the Hudson Bay Commission, how Canada had advantage on freight rates, and therefore correspondingly higher prices for grain were realized in Canada than in Argentina or Australia. He presented a diagram of statistics relating to prices, world's shipments, visible supplies and ocean rates. [illegible]

Winnipeg, Man.—[illegible] Commission [illegible] Railway Commission [illegible] ments for the removal of the elvtrs. to [illegible] The question of necessary repairs came up, also that of moving some of the elvtrs. to points where a greater necessity exists. The present lease of the government elvtrs., which the company holds, does not expire until Aug. 1, by which time it is likely a new lease will have to be signed.

Winnipeg, Man.—The Dominion Government Railway Commission gave a hearing recently to D. D. Campbell who applied for an order increasing the allowance for grain doors for cars where same had to be furnished by farmers [illegible] cars. He asked that the allowance be increased to $2.50 for the lower door and 75c for the upper door. He contended that present doors in the C. N. R. were not strong enough and described how the doors should be built and what they would cost. The commission decided that he should be given an opportunity of testing out the door he described. F. O. Fowler stated that during the past season the Northwest Grain Dealers' Ass'n had to furnish 500 doors. The Alberta Co-operative Elvtr. Co. had to supply doors for 129 cars in one week. Mr. Campbell pointed out that 4,000 cars had been reported leaking at the doors. Some of this, it was thot, was attributable to overloading.

COLORADO

Greeley, Colo.—The Model Mlg. & Elvtr. Co. [illegible] for [illegible]

Dillon, Colo.—Ben Cook, mgr. of the elvtr. of the Farmers Mlg. Co., was married recently to Miss Stella Young.

Grand Junction, Colo.—Contract for a 100,000-bu. concrete elvtr. for the Mesa Flour Mill Co. has been let to the Burrell Engineering & Construction Co.

Pueblo, Colo.—The Pueblo Mill & Elvtr. Co. has let contract for a 300,000-bu. concrete elvtr. and 1,000-bbl. flour mill to the Burrell Engineering & Construction Co.

Fence, Colo.—A number of the stockholders of the Farmers Elvtr. & Supply Co., of Sterling, which operates several elvtrs. in this vicinity, have withdrawn from the company and will operate the elvtr. at this point independent of the other holders.

IDAHO

Burley, Ida.—We intend to build a small concrete elvtr.—Louis A. Stemler, sec'y Pioneer Coal & Produce Co., Ltd.

Weiser, Ida.—The contract for the new plant of the Weiser Mlg. & Elvtr. Co. has been let to the Burrell Engineering & Construction Co.

Burley, Ida.—The Burley Mill & Elvtr. Co. has let contract for a 500-bbl. mill to the Burrell Engineering & Construction Co., work to begin in about 2 weeks.

Nez Perce, Ida.—Contract for a 50,000-bu. elvtr. has been let by the Nez Perce Rochdale Co. to the Burrell Engineering & Construction Co. Work has already been started and the building will be finished by Aug. 1.

Greer, Ida.—Contract for a 30,000-bu. elvtr. has been let by the Nez Perce Rochdale Co. to the Burrell Engineering & Construction Co. It will be located on the Clearwater R. R. and will be ready for operation about Aug. 20.

Harris siding (Nez Perce p. o.) Ida.—The Nez Perce Rochdale Co. has let contract for a 50,000-bu. elvtr., on the Lewiston, Nez Perce & Eastern R. R., to the Burrell Engineering & Construction Co. It will be finished by Aug. 20 and, with the elvtrs. at Nez Perce and Greer, will cost $40,000.

Moscow, Ida.—John W. Raymond, of Spokane, Wash., has opened an office here under the name of the Raymond Grain Co. His son, George, will be associated with him. The company has taken over and will operate the warehouse of Kerr, Gifford & Co. and the grain warehouse of the Interior Warehouse Co. at Joel sta. (Moscow p. o.)

ILLINOIS

McLean, Ill.—Darnall & Spence are remodeling their grain office.

New Holland, Ill.—McCrary & Ritscher are giving their elvtr. a coat of paint.

Cropsey, Ill.—Harold Hayward will operate his father's elvtr. during the summer.

Minonk, Ill.—U. B. Memmen & Co. have installed a wireless station on their grain elvtr.

Hapes, Ill.—Hamman Bros., of Milmine, have bot the elvtr. of James L. Bush for $15,000.

Yeomans sta. (Franklin p. o.) Ill.—A farmers elvtr. company will be organized to build an elvtr. on the C. & A.

[illegible] Ill.—The elvtr. of the Farmers [illegible] has been completed and put into operation.

Meadows, Ill.—E. N. Moschel has been retained as mgr. of the Meadows Grain & [illegible]

[illegible] Ill.—H. W. Manny has been elected pres. of the [illegible] Elvtr. Co., which [illegible] last year.

Springfield, Ill.—We, [illegible] recently [illegible] thousand bus. of shell bank grain storage.—Horstmeier & Sons.

[illegible] Ill.—Dupont Bros. will install a [illegible] at their elvtr. and also [illegible]

[illegible] Ill.—The [illegible] of the Farmers [illegible] Co. [illegible] Ill. Sawyer & [illegible] who had the contract.

Springfield, Ill.—Mr. [illegible] has been [illegible] the [illegible] office of E. [illegible] Lincoln to [illegible]

[illegible] Ill.—The [illegible] of the [illegible] & Lemont [illegible] burned recently with a loss of nearly [illegible] than $40,000.

Sadorus, Ill.—Stevens & Freemon have practically completed their new 25,000-bu. scudded elvtr. between this city and Ivesdale.

Assumption, Ill.—Farmers Grain Co. incorporated; capital stock, $15,000; incorporators, A. H. Corzine, A. Conner and [illegible]

[illegible] Ill.—[illegible] Co. is building a new [illegible] elvtr. on the [illegible] Ill. [illegible] Stockman, mgr. Lake Wood Grain Co.

[illegible] Ill.—Fletcher H. Sawyer & Co., of Chicago, have opened a branch office in the Lincoln Bldg., with R. E. [illegible] in charge.

[illegible] Ill.—The Farmers Elvtr. Co. has commenced work on the National Elvtr. Co. [illegible] on the Big Four, known as the Bond Elvtr.

[illegible] Ill.—The Monmouth Wood Group Co. is building a new group. J. W. Stewart, of the Burrell Construction Co., is superintending the construction.

Bloomington, Ill.—Martin Wade is now representing Requa Bros., of Chicago, Ill.

Peoria, Ill.—Clarke Grier, of the Consumers Grain Co., was married June 17 to Miss Florence Daniels.

Stockton, Ill.—Lightning recently struck the top of the elvtr. of Rolland L. Coomber, splintering the roof and shingles. No fire resulted. The damage is covered by insurance.

Avon, Ill.—Farmers will establish an elvtr. here. A. B. Curtis, grain dealer of Prairie City, is understood to be interested and will be placed in charge of the elvtr.

Colchester, Ill.—Contract for an elvtr. has been let by the Farmers Elvtr. Co. It is being built on the railroad right-of-way at a cost of $5,600. The foundation is now being laid.

Fairveiw, Ill.—C. E. Mitchell, agt. for the Buckley & Pursley Grain Co. of Peoria, has been missing from his home here since June 19, and all efforts made to locate him have been fruitless.

Bloomington, Ill.—Robt. W. Leetch, formerly mgr. of the Farmers Elvtr. Co. at Colfax, is now traveling representative for Logan & Bryan, of Chicago. His headquarters are at this city.

Peoria, Ill.—An appropriation of $100, to purchase a silk flag for Company H, Illinois National Guard, now being organized by Captain Grant Miles, has been made by the Board of Trade.

Winnebago, Ill.—I now operate the elvtr. of the Winnebago Produce & Supply Co. and do a general grain, coal, feed, salt, seeds and flour business, operating under my own name.—C. P. Coolidge.

Chenoa, Ill.—Clarence Elson has let contract for a 20,000-bu. up-to-date elvtr. to the 3 Americas Co. It will be built on the C. & A., on the site of the Churchill Elvtr., which is now being wrecked, and will be completed about Aug. 1.

Bradfordton, Ill.—We have remodeled our elvtr., building new spouts and repairing the bins. We expect to build a new cob burner soon but will not replace any machinery at present.—J. L. Gregory, agt. Central Illinois Grain Co.

Sharp's crossing (Thomasboro p. o.) Ill. —Contract for the 20,000-bu. elvtr. of the Farmers Elvtr. Co. has been let to the Decatur Construction Co. It will be built on the Kankakee & Urbana interurban and will be finished by August.

Elkhart, Ill.—A large up-to-date elvtr., with 3 storehouses in connection, has been built by the recently incorporated Farmers Mutual Grain Co., on the Illinois Traction System, about 2 miles south of this town. A residence is now being built for the mgr.

Galesburg, Ill.—The recently organized Inland Grain Co. incorporated to handle grain, lumber, coal, feed and general merchandise; capital stock, $30,000; incorporators, L. L. Steele, pres., A. R. Anderson, vice-pres., and E. D. Holmes, sec'y-treas.

Laura, Ill.—We have let contract for a 30,000-bu. cribbed iron clad annex to our elvtr., with conveyor top and bottom, to the Burrell Engineering & Construction Co. Work will start soon and will be completed before the new crop moves.—E. W. Davis, mgr. Davis Grain Co.

Strawn, Ill.—Oscar and Myron Stotler, operating elvtrs. at this place and Risk, under the firm name of Stotler Bros., are reported to be in financial difficulty. Stotler Bros. had been storing grain for the farmers free of charge. The elvtrs. have been closed as all the grain had been shipped out previously.

Springfield, Ill.—We have purchased from the Central Illinois Grain Co. and now operate the following stations: Alexander Barclay, Bates, Berlin, Buffalo Hart, Clements, Elkhart, Island Grove, Murrayville, Mt. Tulcher, Prentice, Prouty, Woodson and Springfield, where we have our main office. The Central Illinois Grain Co. will continue to operate a line of stations with its main office at Ashland.—Lewis Lynd & Co.

Teheran, Ill.—V. C. Elmore, of St. Louis, Mo., and John A. Peters, of Mason City, have purchased the 30,000-bu. elvtr. and cribs of J. A. McCreery & Sons. The new owners will operate as the V. C. Elmore Grain Co. with Mr. Peters, who has been buying grain at Fancy Prairie for the past year, as local mgr.

Springfield, Ill.—An appeal to the supreme court was allowed by Judge Creighton June 7, to the L. E. & W. R. R. Co., from the ruling of the circuit court which recently upheld the state public utilities commission in its order directing the company to build a switch up to the grain elvtr. of J. S. Cameron at Elliott, Ill.

Caledonia, Ill.—We are building a new elvtr. to replace the one destroyed by fire on Apr. 18. It is a wooden house, covered with sheet iron, with a capacity of 15,000 bus., and will have a grist mill combined. Electric power will be used. We expect to be ready for business Aug. 15.—Ralston Bros. The Younglove Construction Co. has the contract.

Sharpsburg, Ill.—Rink & Scheib, of Edinburg, have bot and taken possession of the 45,000-bu. elvtr. of O. S. Nash, who will retire after having been in the grain business in Christian County for 40 years. The new owners will manage this elvtr. themselves, dividing their time between Edinburg and this station.

Hillsdale, Ill.—H. H. Palmer has turned over the 65,000-bu. elvtr. to J. F. Butzer, the owner, after operating it under lease for 10 years. Mr. Butzer will operate it in connection with his lumber, coal and automobile business and Mr. Palmer will be identified with the Chicago Board of Trade in the future, having purchased a membership.

Collison, Ill.—We have succeeded the Rogers Grain Co. and have let contract to overhaul our elvtr. A new 14-h. p. Lauson Engine, Richardson Automatic Scale, manlift and new buckets for the elvtr. legs, to increase our handling capacity will be installed. The Burrell Engineering & Construction Co. will do the work.—John Christian, mgr. Collison Grain Co.

Lafox, Ill.—The elvtr. owned by the Chicago & Northwestern Ry. Co., in connection with its sheep yards, burned June 14, after it had been struck by lightning. The building contained about 3,500 bus. of shelled corn and 350 tons of grain screenings. A small engine house nearby was also burned. The estimated loss is about $25,000, partially covered by insurance. The elvtr. of Potter & Finn did not burn, as was reported.

Culver sta. (Athens p. o.) Ill.—We are located about 6 miles northeast of Athens, on the new coal road of the C. & N. W. We have a 15,000-bu. cribbed elvtr., equipped with a Western Cleaner and Sheller. A 32-h. p. Fairbanks-Morse Gas Engine has been installed and we think it much better than a lighter one. We have 8 bins and 2 legs, with a 50 ft. drop to our loading spout. We expect soon to reface concrete work with waterproof coating.—Jno. E. Dalbey, mgr. Culver Farmers Co-operative Co.

Clinton, Ill.—The capital stock of the Harrison Grain Co. has been increased from $40,000 to $50,000. A. A. De Long has entered the company as a stockholder and the name of the company has been changed to the Harrison, Ward Grain Co. The company will do a wholesale feed, flour and produce business after July 1 and will discontinue its retail business. Officers under the new management are: J. A. Harrison, pres., J. W. Swearingen, first vice-pres., A. A. De Long, 2nd vice-pres., and Daniel Ward, sec'y. Mr. De Long formerly owned elvtrs. at Clinton and Birkbeck, in partnership with P. K. Willson, and when the company sold out, he remained as mgr. of the local elvtr.

CHICAGO NOTES.

Members of the Board of Trade will have a 3-day vacation as the directors voted to close the exchange on Monday, July 3 as well as on Tuesday, July 4.

Plans have not yet been prepared for the large oatmeal mill to be erected by the Armour Grain Co. on the site of the burned Minnesota Elvtr. Annex.

Andrew P. Brennan, who for a number of years has been the quotation reporter in the corn pit, has applied for membership in the Board of Trade and will be in the corn pit for George Quinn as broker.

An amendment to the rules that trades made on a day that can not be checked at the close of business on the following day be closed out, has been ordered posted for ballot by the directors of the Board of Trade.

Robert. E. Tearse, who has been associated with John Marfield in the grain and elvtr. business for many years, will shortly remove to Minneapolis, Minn. His membership in the Chicago Board of Trade has been posted for transfer.

The rules of the Board of Trade on June 15, by a vote of 280 to 101, were amended to allow delivery of No. 3 white oats at a penalty of 3c instead of 5c per bu. on contracts for future delivery. This change becomes effective Oct. 1. Effective June 16 all trades in December oats are new style, unless otherwise specified.

The directors of the Board of Trade June 13 made changes in the rules to the effect that any applicant for appointment as solicitor having had a bucket shop connection must be approved before appointment by the board of directors. Previously these applications have been passed upon by a com'ite. Regulation 1 concerning application for membership was also repealed.

The following were appointed to consider the advisability of raising a regiment to be known as the Chicago Board of Trade Regiment, to be tended in case of necessity, to the Governor of Illinois: Gen. C. S. Bentley, Capt. C. H. Taylor, Capt. I. P. Rumsey, Capt. D. N. Williams and Lieut. H. C. Avery. Announcements were sent to all the offices of the brokers operating on the exchange, requesting men who wish to enlist in the regiment to report to the com'ite. A system of drill will be started and the men will be rendered fit for service as rapidly as possible.

Chas. M. McFarland, Edward T. Cushing, Andrew P. Brennan, George W. Martin, David E. Stott, Newton S. Shannon, Wilbur F. McWhinney, Sim Fernandes and Louis Victor Sterling have applied for membership in the Board of Trade. Adolph G. Vieser, Thomas F. Murphy and C. E. Danforth, of New York, have been admitted to membership and the memberships of Richard C. Campbell, Wm. A. Thimson, Rufus R. Ressegine, Frank Parks, James J. Phelan, John A. Becker, William H. Conley, Lewis W. Gifford, John K. Scattergood, Samuel E. Squires and the estate of David Stott have been posted for transfer. Memberships are selling at $4,200 net to buyer, having advanced $200 in one week.

J. P. Griffin, pres. of the Board of Trade, wired the Governor of Illinois at Springfield: "The Board of Trade of the City of Chicago hereby tenders to the State of Illinois, one infantry regiment now practically organized and requests your Excellency to designate Captain Raymond Sheldon, U. S. A. to recruit to full strength, thereafter to be mustered in as the 9th Infantry Illinois National Guard. We have competent officers and non-commissioned officers for all positions and strong nucleus of all companies. All officers and non-commissioned officers have had military experience. Officers are now carried on the rolls of the War Department at Washington as qualified for commissions in the rank they bear on the rolls of this regiment."

INDIANA

Carmack sta. (Muncie p. o.) Ind.—J. Howell will install a power loader.

Waynetown, Ind.—The Waynetown Grain Co. has added several thousand bus. storage.

Crete, Ind.—A new steam plant is being installed at the elvtr. of Geo. T. Bowen & Co.

Converse, Ind.—We are installing a Fairbanks Hopper Scale to load out.—H. G. Boyd, of Knox & Boyd.

Otterbein, Ind.—I am now located at this point.—F. J. Craner, formerly mgr. Farmers. Elvtr. Co., Ligonier.

Mongo, Ind.—Smith & Wingard will make extensive improvements in the elvtr. they purchased some time ago.

Willow Branch, Ind.—J. M. Hanna has purchased the elvtr. of Collingwood Bros. and will take charge June 26.

Lafayette, Ind.—Arthur Wellington Graham, 54 years of age, for many years in the grain business, died this month.

Tefft, Ind.—G. L. Morrow of Wabash has bot the elvtr. of D. L. Brookie, which was formerly owned by Giles W. Trask.

Columbia City, Ind.—The Crowell Grain Co. will add a 20x60 ft. warehouse to enlarge its facilities for seeds and feeds.

Avery, Ind.—Wm. E. Spray has sold his elvtr. to C. A. Hornbeck, formerly of McComas & Hornbeck, of Rossville, for $10,000.

Kennard, Ind.—I sold my elvtr. at Oaklandon on Mar. 20 and bot the elvtr. of Hahn & Studebaker at this place.—Etna Lefforge.

Scircleville, Ind.—Giles W. Trask, who operated an elvtr. at Tefft, has been acquitted of killing a woman, who had been blackmailing him.

Sandborn, Ind.—Walker & Chambers, of Wheatland, will have charge of the selling of grain at our elvtr. here.—J. M. Walker & Son, Middletown.

Portland, Ind.—Jesse L. Peters is managing the newly acquired elvtr. of the Portland Equity Exchange until a permanent mgr. is secured.

Marshfield, Ind.—Seeger & Betts will repair their elvtr. here and also their house at Johnsonville. The Reliance Construction Co. has the contract.

Skelton sta. (Mt. Carmel, Ill. p. o.) Ind.—Schultz & Bump, props. of an elvtr. at Keensburg, Ill., have purchased the elvtr. of A. Waller & Co., at this point.

Oaklandon, Ind.—J. W. Eaks, who took over my elvtr. here on Mar. 20, has continued the business under the name of the Oaklandon Grain Co.—Etna Lefforge, Kennard.

Hamlet, Ind.—C. W. Lee & Son, of Frankfort, have bot the 3-I Elvtr., of V. O. Clark, and the son has moved to Hamlet and will take the active management of the business.

Keystone, Ind.—I have sold out to H. L. Walker, of Montpelier, and J. E. Tewksbury will remain as mgr. of the elvtr., which will be operated under the name of the Walker Grain Co.—P. W. Meade.

Montpelier, Ind.—H. L. Walker has completed an 8,000-bu. cribbed, iron clad, electric power elvtr., on the L. E. & W. It is equipped with a sheller, cleaner, automatic scale, manlift and attrition mill.

Ade sta. (Brook p. o.) Ind.—The Ade Grain Co. has awarded the contract for a 40,000-bu. up-to-date elvtr. and 10,000-bu. corn crib, which will be completed Aug. 1 at a cost of $15,000. Electric power will be installed.

Lafayette, Ind.—Francis I. and Frank E. Gilbraith have purchased the grain business, hominy mill, and other property of the Indiana Corn Products Co. for $22,000. The plant, which has been closed, will be reopened at once for business.

Fulton, Ind.—The Fulton Grain & Lumber Co. incorporated to handle grain, seeds, wool, coal and lumber; capital stock, $25,000; incorporators, S. B. Bowen, Geo. Dustman and W. T. Palmer. The company recently acquired an elvtr. here and has remodeled the office and consultation room.

Middletown, Ind.—We now own and operate the elvtr. and mill, which we formerly leased. We leased the elvtr. and mill of Mr. Clacomb, of Monroe City, formerly operated by Daniels & Pickering Co., and then in a few days we decided to buy the plant and did so.—J. M. Walker & Son.

Country elvtr. men, who believe large earnings can be obtained in the public elvtr. business, should try earning storage charges at home, where they have control of their money and plants. The country elvtr. men of Oklahoma, who were induced to take stock in the Capital City Elvtr. at Oklahoma City some years ago, would be delighted to unload their investment at 10c on the dollar to any shipper desirous of investing in the stock of a public elvtr.

Covington, Ind.—Our fire at 11 o'clock on the night of May 30, was probably caused by a spark from a passing locomotive. About 8,100 bus. of grain, mostly wheat, a car of mill feed, 60 bbls. of flour, 60 bus. of millet seed, a quantity of alfalfa seed, clover, timothy and rape, stock feed, oil meal, etc., was destroyed. Loss on the building and contents, $19,000; insurance on grain, $4,500 and $3,000 on the building. One insurance policy expired at noon the day of the fire. Contract has been let for a 25,000-bu. wooden elvtr., covered with corrugated iron, with concrete base and end walls, to the Reliance Construction Co. It will have dump room for 18,000 bus. without starting the engine. Work was started June 19 and will be finished in 70 days.—W. M. Moore, of Covington Grain Co. Equipment includes 11 bins, 2 legs, 6 dumps, Western Sheller, Cleaner and Manlift. Power will be supplied by a 25-h. p. Fairbanks Oil Engine.

INDIANAPOLIS LETTER.

Roscoe S. Perry and E. M. Costin have been admitted to membership in the Board of Trade.

W. J. Riley suffered so much with one of his eyes he had it removed last week and is doing nicely.

The Indianapolis Board of Trade is now reporting on the physical condition of grain laden cars upon their arrival in this market. A charge of 20c per car is made for the service.

The following officers and members of the governing com'ite were elected at the annual election of the Board of Trade on June 12: Pres., Dr. James H. Taylor; vice pres., Alfred M. Glossbrenner; treas., Tom Oddy; members of the governing com'ite, L. C. Boyd, William H. Cooper, Linton A. Cox, Sidney M. Dyer, Edgar H. Evans, George H. Evans, John S. Lazarus, John E. McGettigan, William J. Mooney, Charles C. Perry and Frank A. Witt. The newly elected officers and members of the governing com'ite will be installed at the July meeting of the com'ite on July 3 when the election of the sec'y also will be held.

At the annual meeting and dinner of the Board of Trade on June 12, the pres., George H. Evans pointed out that the Board of Trade building was rented 96.3% of its capacity; that the total receipts of grain and hay at Indianapolis, during the year ending June 1, 1916, were 30,158 cars, a gain of 8,633 cars, compared with the receipts during the preceding year; that during the year $16,000 of the outstanding preferred stock of the board was retired, leaving $76,000 still outstanding of the original issue of $200,000. The report of the sec'y of the board, William H. Howard, showed total receipts during the year of $118,728.63 and total expenditures of $115,808.10. Dividends paid to members on outstanding common stock and appropriations out of the general fund to the mortuary fund aggregated $10,574.35. The grain inspection dept. showed an increase of $4,276.91 in receipts during the year, as compared with the preceding year. The dining room, also, as shown by the report, showed a substantial gain over the preceding year. The membership of the board was shown to be 592. A $30,000,000 grain business was done last year, according to the report of the grain com'ite, which places it among the leading grain markets of the country. Great activity during the past year was shown by the report of the railroad and traffic com'ite, of which H. E. Kinney is chairman. The report was read by R. R. Hargis, traffic mgr. During the year the dept. appeared in 7 cases before the Federal Commission involving rates on live stock and grain.

Complying with the demand for additional elvtr. facilities in the Indianapolis market, the Indianapolis Elvtr. Co. is making extensive improvements and changes in its present plant, Elvtr. "A." The grain drying plant and elvtr. legs supplying it will be equipped with electric motors and is so arranged that it can be operated day and night without interfering with any part of the elvtr. or necessity of operating the remainder of the house. Separate scales are being installed for the weighing of dried grain. The installation of a bleaching plant has necessitated the clipping of a large quantity of oats and a large oat clipper is being installed, operated by an electric motor, so arranged that the operation will be continuous from clipper to bleacher. The cleaning machinery is being so arranged as to insure larger capacity and quick handling. The 4 elvtr. legs are to be enlarged and all machinery operating same increased giving an unloading capacity of 26,000 bus. per hour. Short drag belts under working floor are being replaced with 18 in. screw conveyors which will deliver grain from storage to elvtr. boots. An extra leg is being installed to elevate grain to storage tanks, independent of working house, which will discharge into large gas pipe spouts and a large conveyor belt installed in tank tunnel replacing a smaller belt used at present. A car puller, sufficient to pull 25 cars, operated by an electric motor, is being installed, which will have access to its 4 tracks. Two additional loading spouts will be installed, made of large gas pipe. Garners over its four 2,000-bu. hopper scales are being increased to 1500 bus. These extensive improvements, with its already large equipment will make this an up-to-date terminal house. The company's location, surrounded by all railroads with its own tracks of approximately 3 miles, is no doubt the most ideal of any inland terminal house in America. The house being built with foresight, a number of years ago, embodies ideal features, which are not found in many terminal houses, and increased facilities will give Indianapolis a terminal house well to be proud of and one that should fill a long needed requirement in the market, sufficient to care for the transfer needs of the numerous dealers. W. L. Wright, sec'y and mgr., and E. H. Evans, treas., of the company, make this an aggressive terminal house and they assure the dealers that additional equipment and storage facilities will be added from time to time, keeping pace with the rapidly growing city as a grain market.

IOWA

Orient, Ia.—Sumner White is making extensive repairs on his elvtr.

Berne sta. (Ute p. o.) Ia.—Wm. Mair has sold his elvtr. at this point.

Struble, Ia.—Repairs have been made on elvtr. of the Farmers Elvtr. Co.

Riceville, Ia.—The elvtr. of John Burke is being remodeled and enlarged.

Rockwell City, Ia.—E. H. Brewer is the new mgr. of the Farmers Elvtr. Co.

Kanawha, Ia.—N. H. Veldhouse is building a brick engine house at his elvtr.

Indianola, Ia.—Extensive repairs are being made on the elvtr. of F. C. Sigler.

Elkader, Ia.—L. C. Lenth will discontinue operating the elvtr. of J. Lamm.

Woolstock, Ia.—The Independent Grain & Lumber Co. is rebuilding its coal sheds.

Paisville sta. (Belmond p. o.) Ia.—The west elvtr. has been totally destroyed by fire.

Modale, Ia.—Sharpnack & Co. have applied to the Northwestern for a site for an elvtr.

Cartersville, Ia.—I am now agt. of the Independent Grain & Lumber Co.—E. R. Wray.

Judd, Ia.—L. E. Baughman has let contract for the installation of a Hall Special Elvtr. Leg.

Dyersville, Ia.—We recently acquired an elvtr. at this place.—John Vorwold, of Vorwold Bros.

Alton, Ia.—Otto Kaschmitter, mgr. of the elvtr. of the Farmers Elvtr. Co., recently broke his arm.

Woodburn, Ia.—F. M. Keeney & Sons have bot the elvtr., grain and coal business of Seth Hootman.

Rodman, Ia.—Turner & Frye are planning the erection of a flour and feed warehouse, adjoining their elvtr.

River Sioux, Ia.—The recently incorporated Farmers Elvtr. Co. has applied for a site on the Northwestern R. R.

Cambridge, Ia.—The Farmers Grain Co. incorporated; capital stock, $4,000; incorporators, F. W. Larson and others.

South English, Ia.—The elvtr., under construction for the Farmers Grain & Lumber Co., is nearing completion.

Toledo, Ia.—F. O. Ray has severed his connection with the Farmers Elvtr. Co. and purchased an interest in a feed store.

Dawson, Ia.—C. J. Ristvedt, of Des Moines, has succeeded Guy C. Logan as mgr. of our company.—Farmers Grain Co.

Cushing, Ia.—The elvtr. of Clarence E. Lowry & Sons was threatened with destruction when a cinder car nearby caught fire.

Ellsworth, Ia.—Reynolds & Rude, who recently sold their elvtr., have bot the elvtr. of the S. M. Brinton Grain & Coal Co.

Whiting, Ia.—G. C. Logan, formerly mgr. of our company, has accepted a position with the Farmers Elvtr. Co.—Farmers Grain Co., Dawson.

Carnarvon, Ia.—Emil Stoelk, of Lidderdale, has purchased the elvtr., hotel and other property from A. J. Graham, and will take possession in August.

Rake, Ia.—We have bot the elvtr. of the Lammers & Volz Co. and are making general repairs to put it in first-class shape. —Davenport Elvtr. Co., Davenport.

Dickens, Ia.—J. J. Lawler has been elected mgr. of the newly organized Farmers Elvtr. Co., which has purchased 2 old elvtrs. here.—DeWolf & Wells Co., Spencer.

Sioux City, Ia.—H. E. Sprague, local mgr. for E. W. Wagner & Co., has gone on an automobile trip to Yellowstone Park. Mr. King is acting as mgr. during his absence.

Spencer, Ia.—Geo. Walker has built a small elvtr. for handling pop corn, on the M. & St. L. Ry. He buys pop corn and wholesales it, after shelling and sacking it. —De Wolf & Wells Co.

Sioux City, Ia.—A meeting of the stockholders of the Sioux City Terminal Elvtr. Co. was held recently at which particulars regarding the redemption of the elvtr. property were considered.

Richards, Ia.—Wm. Spray, agt. of the Quaker Oats Co., has been offered the management of the elvtr. of the Farmers Elvtr. Co., but has refused the offer and is still with the Quaker Oats Co.

Sioux City, Ia.—W. E. Copeland, local mgr. for Lamson Bros. & Co., who underwent an operation for appendicitis and later was stricken with a severe attack of pleurisy, is now able to be at the office.

Wiota, Ia.—Harry Jordan, employed in the elvtr. of Christie & Sherrett, came in contact with the belt on the gasoline engine and got his arm wrapped up in it. His arm was badly bruised and sprained.

Randolph, Ia.—The elvtr. of Fred Anthony at this place and also the one at Clark sta. (Hastings p. o.), have been sold to Van Buskirk Bros. of Shenandoah. Mr. Akins has been placed in charge at this point.

Lake City, Ia.—Work is progressing on the new 35,000-bu. up-to-date elvtr. and 600-ton coal bins, which the Updike Grain Co. is building to replace the plant, which burned May 10. The foundation is 20x28 ft. and the building will be 72 ft. high, with a 20x26 ft. driveway. There will be 2 stands of elvtr. legs, driven by electric power. The plant will be completed about July 10 and the office building will be moved to an adjacent site.

Lu Verne, Ia.—John Wiener, operating an elvtr. and warehouse as the Wiener Elvtr. Co., has failed and has turned the plant over to his creditors. The formation of a farmers elvtr. company, to take over the property and operate it, is being discussed.

Cedar Rapids, Ia.—The buildings of the Kuehl-Lammers Grain & Coal Co. were found to have been built on a city street, and have been ordered removed by the commissioner. The company's elvtr. which recently burned, was also located on city property, it is claimed.

Iowa Falls, Ia.—The elvtr. of the Farmers Elvtr. Co. burned June 16. The fire started in a North Western freight car standing on the side track adjacent to the elvtr. The loss on the building and contents is covered by insurance. The elvtr. will probably be rebuilt this season.

Hamburg, Ia.—James Bentley, prop. of the Nishna Valley Seed & Grain Co., operating a line of elvtrs. in this state, was instantly killed June 14 when he lost control of his automobile, while returning from taking a group of children to a picnic. The car turned over 3 times, breaking Mr. Bentley's neck. He is survived by his widow and 2 small children.

KANSAS

Linn, Kan.—Ed Adams is repairing his elvtr.

Langdon, Kan.—L. C. Tibbits is building a 15,000-bu. elvtr. on his farm.

Kismet, Kan.—Gus. Bayha is the new mgr. of the Kismet Equity Exchange here.

Delphos, Kan.—I am now located at this place.—L. C. Pilcher, formerly at Miltonvale.

Charlette sta. (Goodland p. o.) Kan.—The Kansas Grain Co. is building a new elvtr.

Zurich, Kan.—M. S. Graham has installed a 10-ton compound beam wagon scale.

Logan, Kan.—The Farmers Union Ass'n has been incorporated with a capital stock of $15,000.

Hanston, Kan.—F. G. Osman, of Partridge, is the new mgr. of the Farmers Elvtr. Co.

Studley, Kan.—I have removed to Stockton.—James Borin, formerly agt. for W. J. Madden.

Topeka, Kan.—The Page Mlg. Co. has let contract for a new brick and concrete office building.

Topeka, Kan.—The Kaw Mlg. Co., operating an elvtr. and mill here, has improved its plant.

Leavenworth, Kan.—The Wilson-Legler Hay & Grain Co. is building an addition to its warehouse.

Norwich, Kan.—Bartlett Bros., operating a 10,000-bu. elvtr., are converting their mill into an elvtr.

Washington, Kan.—A. T. Ingman is the new mgr. of the Washington County Farmers Union Ass'n.

Ada, Kan.—We are putting a new foundation under the elvtr.—Percy Reed, agt. Kansas Flour Mills Co.

Bushton, Kan.—J. T. Habiger is building a large elvtr. on his farm. The White Star Co. has the contract.

Robinson, Kan.—G. G. Wiechen is again operating his elvtr., which he had rented to the Farmers Union Elvtr. Co.

Rossville, Kan.—Wm. F. Bolan has put his newly acquired elvtr. in first class condition and opened it for business.

Belleville, Kan.—We have succeeded the Belleville Grain & Coal Co.—W. S. Hitchcock, mgr. Konovalski Bros. Grain Co.

Rydal, Kan.—Geo. Dooley has resigned as mgr. of the Farmers Elvtr. Co. to take a position as grain inspector at Wichita.

Norcatur, Kan.—The Farmers Union has bot the elvtr. of the Central Granaries Co., which it has been operating under lease for the past year.—J. J. Pool, agt. Koehler-Twidale Elvtr. Co.

Barnes, Kan.—A new dump will be installed in the elvtr. of the Washington County Farmers Union Ass'n at this point.

Dent Spur (Hoisington p. o.) Kan.—The recently organized Farmers Elvtr Co. has let contract for an elvtr. to the White Star Co.

Tonganoxie, Kan.—The Kemper Mill & Elvtr. Co. has disposed of its mill to the Kemper-Fair Mlg. Co., but will retain its elvtr.

Salina, Kan.—I am now acting as wheat broker in this territory for the Lonsdale Grain Co., of Kansas City, Mo.—E. L. Rickel.

Jansen, Kan.—The Ellsworth County Farmers Union is building an elvtr. The R. M. Van Ness Construction Co. has the contract.

Bucklin, Kan.—The Gould Grain Co. has completed its elvtr. and placed it in operation, with Geo. R. Gould temporarily in charge.

Tampa, Kan.—The recently incorporated Farmers Grain & Supply Co. has let contract for the erection of an elvtr.—Tampa Grain Co.

Kingman, Kan.—A. W. Bartholomew is building an elvtr. on the Mo. Pac. A small feed mill will be installed later and coal sheds will be erected.

Soldier, Kan.—The elvtr. of the Farmers Union Elvtr. Co. burned, with a loss of $10,000, partly covered by insurance. The company will rebuild.

Otis, Kan.—Contract for a 20,000-bu. reinforced concrete elvtr. has been let by the Farmers Union Ass'n to the Concrete Steel & Machinery Co.

Oak Hill, Kan.—Frank Stanton will resign July 1 as mgr. of the Farmers Mercantile Co.'s elvtr. and will be succeeded by one of the directors.

Stockton, Kan.—I intend to improve my elvtr. and think the Farmers Elvtr. & Shipping Union will make some improvements.—W. H. Morrison.

Offerle, Kan.—The Offerle Grain & Supply Co. will overhaul and remodel its elvtr. and install some new machinery. The White Star Co. will do the work.

Hedville sta. (Salina p. o.) Kan.—Farmers are organizing an elvtr. company and negotiating for the purchase of the elvtr. of the Shellabarger Mill & Elvtr. Co.

Lincoln, Kan.—The Farmers Union will build 3 elvtrs. on the new Salina Northern R. R. One will be located at this town, one at Juniata and a third at Denmark.

Ludwick sta. (no p. o.) Kan.—Farmers have organized a company and secured a site from the Mo. Pac., on which an elvtr. will probably be built. This station is 5 miles west of Utica.

Haddam, Kan.—We have purchased the elvtr. of the Duff Grain Co. and intend to handle live stock in connection. We will remodel the building as soon as possible and install a cleaner and automatic scales. —R. E. Fenton, sec'y Farmers Union Elvtr. & Supply Co.

Homer sta. (Russell p. o.) Kan.—The Farmers Co-operative Co. will build an addition to the 10,000-bu. elvtr. which it purchased from the Shellabarger Grain Co. This elvtr. was built last fall and since October has handled 70,000 bus. of wheat. —Pat Crowe, mgr.

Atchison, Kan.—The Cain Mlg. Co., operating an elvtr. and mill, has filed a voluntary petition in bankruptcy. Assets, $43,387.65; liabilities, $51,832.02. A meeting of the creditors will be held June 26. E. R. Adams is referee.

Hutchinson, Kan.—The erection of the concrete elvtr., for the L. H. Pettit Grain Co., is being held up by a suit in the Wisconsin courts. The grain company has prepared plans for the elvtr. but cannot get a clear title to the site.

Elyria, Kan.—Work is progressing on the new 15,000-bu. iron clad studded elvtr. for which the Wall-Rogalsky Mlg. Co. let contract to the White Star Co. This house will replace the company's newly acquired elvtr., which has been dismantled.

Hutchinson, Kan.—The Mutual Grain Co. incorporated; capital stock, $10,000; incorporators, John Stephans, Gustav Oswald, Jos. L. Koelsch and others. Offices will be maintained in the Rorabaugh-Wiley Bldg. Mr. Oswald and Mr. Koelsch formerly owned an elvtr. at Haviland.

Maloy, Kan.—The Southwest Grain Co., of Stafford, will build 12,000-bu. elvtrs. here and at a station 7 miles south of Kinsley. Equipment includes 6-h. p. Fairbanks Engines, 1,000-bu. Richardson Automatic Scale, steel manlift and a 5-ton wagon scale. The White Star Co. has the contracts.

Hutchinson, Kan.—At the annual election of officers of the Board of Trade the following were chosen: Pres., F. E. Hipple; vice-pres., Paul Gano; sec'y, H. W. Talcott; treas., Paul Noble; board of directors: J. R. Baker, Paul Noble, Wm. Kelly, Geo. Gano, Fred Burns, F. D. Larabee and C. G. Hopkins.

Parsons, Kan.—The recently incorporated Labette County Farmers Mercantile Union has let the contract for an up-to-date elvtr. and warehouse to the R. M. Van Ness Construction Co. The company will handle coal, flour and feed in connection and expects to be ready for business by July 15.—Harry Neath, mgr.

Healy, Kan.—The recently incorporated Healy Co-operative Elvtr. Co. will erect a 10,000-bu. up-to-date elvtr. to handle the coming crop. Guy C. Biggs is pres., H. N. Brown, vice-pres., P. B. Smith, treas., and myself, sec'y of the company. W. E. Cox has sold his elvtrs. here and at Manning to the Stevens-Scott Grain Co. of Wichita.—C. M. Jennison.

Macksville, Kan.—We are now building an up-to-date iron clad studded elvtr., equipped with a Hall Distributor and Weller Machinery. A complete power house is detached from the main building and is equipped with a 24-h. p. oil engine. When completed our storage will be increased to 45,000 bus. The Western Construction Co. has the contract.—H. E. Hutton, mgr. Farmers Elvtr. Co.

WICHITA LETTER.

J. H. Shearhod will not engage in the grain business on his own account as was recently reported.

Paul Phillips, formerly with the Woodside-Smith Grain Co., is now traveling solicitor for L. H. Powell & Co.

Wichita, Kan.—W. M. Browning, formerly with C. H. Thayer & Co., of Chicago, Ill., is now traveling for the J. R. Harold Grain Co.

The membership in the Board of Trade, owned by N. H. Keith has been purchased and transferred to W. F. McCullough. The report that J. H. Shearhod purchased this membership is in error.—Jas. H. Sherman, sec'y.

The recently organized Wichita Terminal Elvtr. Co. incorporated; capital stock, $500,000; incorporators, Henry Lassen, L. R. Hurd and others. Contract for a 1,250,000-bu. concrete terminal elvtr. will be let soon.

The following officers and directors were elected June 13, at the annual meeting of the Board of Trade: Pres., L. H. Powell; vice-pres., W. L. Scott; directors, C. A. Baldwin, J. W. Craig, C. M. Jackman, H. Kaufman, T. L. Hoffman, W. F. McCullough and George Koch.

KENTUCKY

Shelbyville, Ky.—James Long has purchased an interest in the grain firm of S. M. Long & Sons.

Louisville, Ky.—The Crothersville Feed & Grain Exchange suffered a loss of $6,000, fully covered by insurance, when its plant burned on June 13. The plant of the Crescent Mlg. Co. was also damaged.

MARYLAND

Curtis Bay (South Baltimore p. o.) Md.—Plans for a grain elvtr. are being prepared for the Curtis Bay Chemical Co., the erection of which will cost about $150,000.

BALTIMORE LETTER.

James C. Legg, pres. of the Chamber of Commerce, was bereaved recently by the death of his sister.

J. Wallace Hyman, local representative of Bartlett, Frazier & Co., of Chicago, Ill., for 8 years, and a member of the Chamber of Commerce, died suddenly of heart disease June 10, at the company's office.

The Western Maryland Ry. Co. will soon start work on another large elvtr., similar to those recently erected at Pt. Covington. The new elvtr. at that point is being worked to its full capacity. The addition to this elvtr., now under construction, will be ready for operating in August. The contractors are now working on the bins. The improvements will double its capacity and increase the company's grain handling facilities.

Pennsylvania R. R. Elvtr. No. 3, on the harbor front at Canton, a suburb, burned June 14, with a loss of life estimated at from 4 to 10 men, and injuries to more than 40 others. Gustav A. Schattner, a deputy weigher for the Chamber of Commerce, was reported among the missing. Several strings of grain cars in the elvtr. burned. Two steamships, which were loading grain at the elvtr., were badly damaged by fire and wreckage dropped on them from the elvtr. Edward Bardoff, elvtr. foreman, smelled smoke and was investigating when the explosion occurred, which blew out the 90 ft. cupola. In an instant the whole building was ablaze. About 1,000,000 bus. of wheat, oats, rye, barley and buckwheat was destroyed. The total loss, including the damage to grain, was $950,000, which was fully covered by insurance. The greater bulk of the grain was not in the elvtr. proper, but was in the 32 concrete storage bins adjacent, which contain 1,000,000 bus. These bins and contents were uninjured, except that the grain in one of the bins was wet. Work will be started immediately to replace this elvtr. and will be rushed to completion. The railroad company intends to demolish the old elvtr. and erect an up-to-date all concrete fireproof elvtr., of larger capacity. It will probably be built on shore instead of on a pier. To facilitate export work and modify the effect on outward bound grain traffic by the elvtr.'s destruction, plans are being drafted to build a conveyor from the storage bins, so that ships may be loaded. The bins are far in shore from the pier end and now the channel would prevent the vessels approaching nearer than 400 to 500 ft. The matter of handling the grain has been placed in the hands of a com'ite of grain merchants appointed by James C. Legg, pres. of the Chamber of Commerce, composed of Charles England, chairman; George S. Jackson, E. F. Richards, John H. Gildea, Jr., and Lewis J. Lederer.

MICHIGAN

Homer, Mich.—We have succeeded Jackson & Kerr.—John Jackson & Co.

Linden, Mich.—Ed Stiles is installing new shafting and making other repairs in his elvtr.

Plainwell, Mich.—The Ensley Mlg. Co. is making extensive improvements in its plant.

Detroit, Mich.—Frank T. Caughey of the Caughey & Jossman Co., is ill with appendicitis.

Constantine, Mich.—Harvey & Thomas have bot the Commercial Mills from Wm. Spencer.

Detroit, Mich.—The Union Depot Elvtr. has been closed for repairs, which will take about 3 weeks.

Bellevue, Mich.—The Co-operative Elvtr. & Warehouse Co. opened its newly acquired elvtr. for business about June 15.

Saginaw, Mich.—Ben Facer, bookkeeper for the Bad Axe Grain Co., has been placed in charge of the company's new plant at this place.

Fenwick, Mich.—Frank T. Worden is mgr. of our elvtr., which is owned by Hiram Hall and Post Bros. The elvtr. will be overhauled and enlarged this summer. —Fenwick Elvtr. Co.

Prattville, Mich.—The elvtr., warehouse, and coal shed, owned by J. L. Moloney & Co., are being moved to make room for new tracks for the Cincinnati Northern R. R.

Mt. Pleasant, Mich.—The Shepherd Mlg. Co. has taken over the bean elvtr., formerly managed by M. E. Walker & Son. The new owners will make important improvements.

Ypsilanti, Mich.—The Amendt Mlg. Co., of Monroe, will succeed the Ypsilanti Mlg. Co. and will install up-to-date equipment, consisting of a grain elvtr. and a feed grinder.

Lake City, Mich.—The McBain Grain Co., of McBain, has started work on a 32x100 ft. steel and concrete elvtr., with an 80-ft. basement. It is being built on the G. R. & I. and will be completed by fall. F. R. Lewis is mgr. here for the company.

Onondaga, Mich.—N. A. Strong, of Lansing, who has leased the elvtr. from the Michigan Central R. R., is improving it and making it up-to-date in every respect. He will operate it in connection with his elvtr. at Eaton Rapids, about July 15, with his son, Frank, in charge.

Richmond, Mich.—The final settlement of the defunct Richmond Elvtr. Co., divided $26,000 among 20 creditors, giving each a dividend of 37½%. Previous to this Bert C. Preston had paid between 80 and 90 creditors, who preferred receiving less than a final settlement would bring, rather than to wait. The sale of the buildings and property realized more than $53,000. W. H. Acker, pres., was the largest creditor and received about $19,000 in dividends. The stockholders do not receive anything.

MINNESOTA

Luverne, Minn.—H. S. Cragg has been retained as mgr. of the Farmers Elvtr. Co.

Henderson, Minn.—The erection of an elvtr. is contemplated by the Equity Elvtr. Co.

Magnolia, Minn.—D. E. Connelly has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Hardwick, Minn.—The office and driveway at the elvtr. of the Farmers Elvtr. Co. will be repaired.

Kimball, Minn. — The Osborne-McMillan Elvtr. Co. will improve its elvtr.—Fred Meyer, Sr., agt.

Geneva, Minn.—Farmers are building a 25,000-bu. elvtr. W. H. Thompson is mgr. of the company.

Karlstad, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Atlantic Elvtr. Co.—C. W. Johnson, former agt.

Madison, Minn.—The Farmers Mercantile & Elvtr. Co. is wrecking its old coal sheds and will build new ones.

Fountain, Minn.—We have installed an electric motor in our elvtr. at this point. —La Crosse Grain Co., Spring Valley.

French sta. (Fergus Falls p. o.) Minn.—A co-operative elvtr. company is now being organized here.—C. Wright, Fergus Falls.

South Haven, Minn.—We are building an annex to our elvtr. and an addition to our coal shed.—N. F. Goode, agt. Osborne-McMillan Elvtr. Co.

Winona, Minn.—Wm. T. Tearse, formerly a member of the Marfield Grain Co., of Minneapolis, died June 12 of heart disease, at the age of 72 years.

Bombay sta. (Kenyon p. o.) Minn.—The east elvtr., owned by the Farmers Mercantile & Elvtr. Co., is being moved to the company's other elvtr.

Lamberton, Minn.—Work on the new 40,000-bu. brick elvtr. for the Farmers Elvtr. Co. is progressing rapidly. The Honstain Bros. Co. has the contract.

Belle Plaine, Minn. — Farmers have formed an elvtr. company and are now considering the purchase or erection of an elvtr.—M. O'Brien, agt. Skewis Grain Co.

Hastings, Minn.—Shane Bros. & Wilson have let contract for a 75,000-bu. annex to their present elvtr. at the Gardner Mills. T. E. Ibberson has the contract.

Murdock, Minn.—The Farmers Elvtr. Co. will build a 35,000-bu. elvtr., equipped with 2 legs, cleaner, automatic scale, etc. T. E. Ibberson is making the plans.

Spring Valley, Minn.—We have installed an electric motor in our elvtr. and also a Clipper Seed Cleaner with an electric motor attached.—La Crosse Grain Co.

Ada, Minn.—The Ada Roller Mill has bot the elvtr. of the St. Anthony & Dakota Elvtr. Co. and will continue buying grain here.—Geo. J. Mayer, Lockhart.

Duluth, Minn.—Work on the new 1,750,000-bu. addition, being erected for the Capitol Elvtr. Co., is progressing rapidly. The Barnett & Record Co. has the contract.

Donaldson, Minn.—The recently organized Farmers Elvtr. Co. bot the elvtr. of the Imperial Elvtr. Co. We have improved our elvtr. at a cost of $500.—K. J. Lind, agt. Monarch Elvtr. Co.

Tyler, Minn.—We will now handle coal and machinery in connection with our grain business, having purchased coal and machinery sheds. — L. Reinholdt, mgr. Farmers Elvtr. & Supply Co.

Alexandria, Minn.—John B. McLellan has bot the elvtr. and feed store of G. G. S. Campbell and will take over the business on Sept. 1.—H. S. Campbell, agt. St. Anthony & Dakota Elvtr. Co.

Alberta, Minn.—The Alberta Grain Co. incorporated; capital stock, $20,000; incorporators, P. M. Sorenson, C. A. Hunt, of Wheaton, and Geo. A. Johnson, of this city. The company recently purchased an elvtr. here.

Appleton, Minn.—New agts. at this station are John Borken for the Columbia Elvtr. Co. and myself for the Northwestern Elvtr. Co. The Farmers Elvtr. Co. contemplates building a new elvtr. or enlarging its old house.—M. I. Smith.

Browns Valley, Minn.—The Monarch Elvtr. Co. has installed a new electric motor and repaired the driveway. The Equity Elvtr. Co. has installed 2 electric motors, one for the cleaner and the other for the elvtr.—C. Aldrich, agt. Cargill Elvtr. Co.

Marshall, Minn.—The Supreme Court of Minnesota on May 19 gave Irving J. Schaefer judgment against the Marshall Milling Co. for the loss a joint of the little finger of his left hand while employed in the grain elvtr. of defendant. Schaefer was a youth of 18, employed in the elvtr. only one month before the accident. When a rattling noise was heard in the elvtr. leg Mr. Plantz, the foreman, took off the cover and ordered Schaefer to grab a wire cable, which he did, but his finger was caught in a snarl of the cable and the first joint pulled off. The court held Plantz negligent in not stopping the machinery before attempting to remove the wire.

MINNEAPOLIS LETTER.

Corporate membership privileges in the Chamber of Commerce have been granted to the recently incorporated Woodward-Newhouse Co.

Memberships in the Chamber of Commerce, assessed at $3,500 last year by the Hennepin County assessor, will be assessed at $4,000 this year.

The St. Anthony & Dakota Elvtr. Co. has increased its capital stock from $1,000,000 to $1,500,000. The corporation has been renewed for another 30 years.

We have purchased the terminal elvtr. of the Merchants. Elvtr. Co. and expect to take possession on or about July 1. This elvtr. will be operated by our company.—Marfield Grain Co.

The Dalton & Gould Co. has consolidated with Cassidy & Munson, who have opened a cash grain dept. in charge of James A. Gould, formerly pres. of the Dalton & Gould Co. Frank C. Metcalf and Leo Barrett, who were on the road for this company, will be traveling solicitors for Cassidy & Munson.

The following memberships in the Chamber of Commerce have been posted for transfer: From P. W. Seipp to W. H. Lake; R. S. Meek to M. E. Grant; Alex Campbell to Ralph M. Davies, and L. N. Renner to Leo. S. Hatch. The membership of G. A. Swan has been posted for transfer to A. D. Thomson.

Articles of incorporation have been filed by the following: Atlas Elvtr. Co., capital stock, $450,000; Crescent Elvtr. Co., capital stock, $150,000, and the National Elvtr. Co., capital stock, $450,000. These corporations will acquire the business of corporations of similar names in West Virginia. The incorporators of all 3 organizations are F. C. Van Dusen, C. N. Harington and G. F. Ewe, all of this city.

MISSOURI

St. Joseph, Mo.—A joint meeting of Missouri and Kansas dealers was held in this city on June 23.

St. Joseph, Mo.—C. J. Winter has not engaged in the grain business in this city as was reported.—F.

Slater, Mo.—The Coker Elvtr. Co. has made an assignment and J. B. Sterrett has been appointed assignee.

Cairo, Mo.—We are building a new elvtr. to replace the one which burned last month.—J. L. Polson & Son.

St. Joseph, Mo.—G. W. Helm, who owned a number of country elvtrs., will engage in the grain commission business here.

The following have been admitted to membership in the Missouri Grain Dealers Ass'n: George R. Huston, Charleston; C. E. Andrews, Helena; Miller Elvtr. Co., Miller; Louisiana Mlg. Co., Louisiana; Frankford Elvtr. Co., Frankford, Mo., and the O'Donnell Grain Co., Omaha, Neb.—J. A. Gunnell, sec'y.

St. Joseph, Mo.—Members of the Grain Exchange have organized an insurance agreement that will pay each member a death benefit of $500. This will increase the value of memberships. The ass'n intends to increase the price of new memberships from $500 to $1,000. The exchange now has 53 members.

KANSAS CITY LETTER.

Herbert C. Sommer, of Abilene, Kan., is now acting as traveling representative for the E. E. Roahen Grain Co.

Chas. Kennedy, of Buffalo, has posted his membership in the Board of Trade here for transfer to his son, Chas. M. Kennedy.

The capital stock of the Atlas Cereal Co., manufacturers of oatmeal and corn products, has been increased from $150,000 to $300,000.

W. O. Brackett, of the John I. Glover Grain Co., has bot the Board of Trade membership of W. B. Stowers for $7,750 plus the transfer fee of $500. This is $750 higher than the last previous sale.

The trading floor of the Board of Trade is being repaired, the hall is being considerably enlarged, the cash tables will be moved to the north end and the pit will be in the south portion. A corner will be set apart for smoking.

A com'lte has been appointed by 31 grain commission firms to print and circulate a market letter, to take the place of the individual market letters, and save the country grain dealer the time taken to look thru so much of the same information repeated.

ST. LOUIS LETTER.

Jacob Schreiner, head of the Schreiner Grain Co. and pres. of the Merchants Exchange, was bereaved recently by the death of his wife.

The firm of the Priwer-Connor Grain Co. was dissolved June 13, by mutual agreefent. Mr. Connor will continue in business on his own account at 505 Merchants Exchange Bldg. and Mr. Priwer will retire and go on his farm.

During the month of May there were 2,688 cars of grain unloaded under our supervision, of which 108 were leaking at grain door, 309 leaking at box and 16 leaking at end door.—John Dower, supervisor, dept. of weights, Merchants Exchange.

Notice was posted that "effective with the close of business at midnight, June 14, the advanced demurrage rate, recently established by the St. Louis railroads, expired, and the rate which was previously in effect was restored, beginning with the business of June 15."

MONTANA

Stanford, Mont.—C. G. Harding is no longer agt. of the Rocky Mountain Elvtr. Co.—P. M.

Huntley, Mont.—The Farmers Equity Union has decided to either build or buy an elvtr. at this place.

Verona, Mont.—The State Elvtr. Co., the Montana Elvtr. Co., and the Rocky Mountain Elvtr. Co. are all building elvtrs. here.

Hobson, Mont.—Work has been started on the new elvtr. for the Farmers Mill & Elvtr. Co., to replace the one destroyed by fire.

Grass Range, Mont.—S. B. Stockwell, of Gayville, S. D., has secured a position as mgr. of the Farmers Elvtr. Co., succeeding R. W. Sowle.

Wyola, Mont.—The Denio Mlg. Co., of Sheridan, Wyo., will build a 25,000-bu. elvtr. to handle this year's grain crop. This station is in Big Horn County.

Agawam, Mont.—The Farmers Society of Equity has let contract for the erection of elvtrs. at this place, Brady, Carter, Loma, Kolin and Williams, to the Northwestern Construction Co.

Lodgegrass, Mont.—A 25,000-bu. elvtr. will be built by the Denio Mlg. Co., of Sheridan, Wyo., which will be completed to handle this year's grain crop. This station is in Big Horn County.

Carter, Mont.—J. P. McMan is pres. and C. Kelley, sec'y-treas. of the recently organized Equity Co-operative Elvtr., which has let contract for a 3,500-bu. elvtr. to the Northwestern Construction Co.

Wallum sta., Franklin p. o., Mont.—The Farmers Elvtr. Co., of which I. W. Roarbak is pres., will build an elvtr. at this station, which is on the Great Northern.—Wm. A. Clark, Stewartsdale, N. D.

Wilsall, Mont.—We have purchased the elvtr. and store room of the Bozeman Mlg. Co. R. F. Bohart is pres., C. M. Lyon is vice-pres., and H. J. Nelson, sec'y-treas. and mgr.—Farmers Exchange of Wilsall.

Devon, Mont.—Work has been started by the International Elvtr. Co. on a 30,000-bu. elvtr. equipped with Fairbanks-Morse Machinery, manlift, and all up-to-date improvements. T. J. Sollom has the contract.

Lothair, Mont.—The International Elvtr. Co. has let contract for a 30,000-bu. elvtr. to T. J. Sollom. It will be equipped with Fairbanks-Morse Machinery, including a manlift, and will have all up-to-date improvements.

Geyser, Mont.—E. W. Scott, agt. for the Montana Central Elvtr. Co., has secured a month's vacation and will visit at his old home in Renville, Minn. The elvtr. closes after a very successful year of business.—N. H. G.

Galata, Mont.—Work is progressing on a 30,000-bu. elvtr. for the International Elvtr. Co., of Duluth, Minn. Equipment includes Fairbanks-Morse Machinery, complete with manlift, and all up-to-date improvements. T. J. Sollom has the contract.

Stanford, Mont.—The grain has been shipped out of our elvtr. at this point and it has been closed since Apr. 3, when our supt. found the agt., James Allison, dead, in the office. There was no shortage against him in any way, as he has been an exemplary agt. for us while in our employ.—Cargill Elvtr. Co., Minneapolis, Minn.

Helena, Mont.—The appeal of the state from the order of the district court of Teton County dismissing the case against the Rocky Mountain Elvtr. Co. for alleged violation of the anti-discrimination laws, was set for hearing by the supreme court for June 22. The complaint charged that the defendant maintained elvtrs. at Choteau and Dutton, among other places. There was no competition at Dutton, but

there is at Choteau. There is a difference of 1c in freight rates to eastern and western terminals between the 2 places, and a difference of 1½c to Great Falls. On Jan. 19, 1915, a farmer delivered a load of wheat to the elvtr. at Dutton, receiving $1.11 a bu. and with 5 lbs. deducted for dockage. The same day he hauled another load from the same bin to Choteau, where there is competition, receiving $1.26 a bu. with only 1 lb. deducted for dockage. The lower court held the complaint was insufficient and the law, passed in 1913, too ambiguous to define a crime.

NEBRASKA

Spencer, Neb.—The Farmers Elvtr. Co. will paint its elvtr.

East Inland, Neb.—A farmers elvtr. company is being organized.

Anoka, Neb.—The elvtr. of the Wm. Krotter Co. has been repaired.

Tarnov, Neb.—Harold Gleason is the new agt. for the T. B. Hord Grain Co.

Spring Ranch, Neb.—The Grosshans Grain & Lumber Co. is rebuilding its scales.

Dodge, Neb.—The elvtr. of the Dodge Mlg. Co. has been opened for business.

Fairmont, Neb.—The erection of an elvtr. is being considered by the farmers here.

Roscoe, Neb.—No elvtrs. are located here and the grain is loaded direct into cars.—X.

Clatonia, Neb.—The Wright-Leet Grain Co. has moved its elvtr. to Bellaire, Kan. —X.

Ericson, Neb.—The foundation is being laid for the new elvtr. of the Farmers Elvtr. Co.

Blair, Neb.—Ground has been broken for a 25,000-bu. elvtr. for the new Farmers Elvtr. Co.

Orleans, Neb.—I am now building an elvtr. to replace the one that burned Apr. 13.—S. Richards.

Marion, Neb.—M. A. Hurley has resigned as mgr. of the Farmers Elvtr. Co. and moved to Kansas City.

Ulysses, Neb.—The foundation for the new elvtr. is finished and work has been started on the superstructure.

Elsie, Neb.—The Cameron Grain Co. has taken over the grain business of C. F. Shurtz with S. E. Kimsey as mgr.

Wakefield, Neb.—The Crowell Lumber & Grain Co. has succeeded the Benson Grain Co. and the P. B. Mann-Anchor Co.—X.

Wayne, Neb.—The elvtr. of the Farmers Elvtr. Co. is being moved from the railroad right-of-way on which it was located.

Superior, Neb.—O. L. Marshall, office mgr. for Bossemeyer Bros., was married recently to Miss Schaffer, of Clarinda, Ia.

Beaver City, Neb.—I own and operate the 15,000-bu. elvtr. formerly owned by the Farmers Equity Exchange.—H. H. Zieme.

Millerton, Neb.—The Millerton Grain Co. incorporated; capital stock, $25,000; incorporators, A. S. Glock, W. H. Modlin and others.

Republican City, Neb.—The Farmers Equity Union will build a 15,000-bu. cribbed elvtr. to replace the elvtr. which burned recently.

Dixon, Neb.—I have sold my grain and live stock business at this place to Frank A. Wallin and he will conduct the business hereafter.

Platte Center, Neb.—Ed Burns has succeeded James Allen, who resigned as agt. of the T. B. Hord Grain Co. and will go to Weiser, Ida.

Hemingford, Neb.—We have a scoop shoveler at this station. The regular grain dealers are the Central Granaries Co. and myself.—A. M. Miller.

Morse Bluff, Neb.—George Vojteck has secured a position with the Updike Grain Co. and Wm. Rucek has accepted one with the Farmers Grain Co.

Oakdale, Neb.—The elvtr. of the Oakdale Grain Co. will be thoroly overhauled to handle the fall crop. C. B. Beer has been employed as mgr.

Garrison, Neb.—Report states that the Farmers Elvtr. Co. has closed its doors and that it will take a 50% assessment to cover the loss and start again.

Kimball, Neb.—The Kimball Mill & Elvtr. Co. has let contract for the rebuilding of its elvtr. and Midget Mill to W. H. Cramer. The work is now well under way.

Wausa, Neb.—The elvtr. of the P. B. Mann-Anchor Co., which was recently purchased by the Coleson-Holmquist Co., has been wrecked and the ground cleared.

Rogers, Neb.—We have a 13,000-bu. elvtr. here which we expect to dismantle and replace with a new one some time this year.—Wells-Abbott-Nieman Co., Schuyler.

Pickrell, Neb.—The elvtr. of the Farmers Elvtr. Co. is closed from June 10 to 30 for repairs and the installation of new machinery.—B. B. Swallow, agt. Omaha Elvtr. Co.

Mapps sta. (York p. o.), Neb.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the Van Wickle Grain & Lumber Co. and will take possession July 1.

Friend, Neb.—Peter Stepanek, prop. of the elvtr. and mill, operated as the Acme Mlg. Co., fell dead in the plant on June 13. Heart failure is reported to be the cause of his death.

Ragan, Neb.—The recently incorporated Farmers Grain & General Shipping Ass'n is not a newly organized company, but was lately changed from a stock company to a co-operative one.

Tekamah, Neb.—The elvtrs. of the Henry Roberts Estate at Crofton, Fordyce, Herman, Hooper, Gretna, Ceresco, Kennard, and this place, will be sold at private sale. —E. Ellis, administrator.

Milford, Neb.—Fire starting from a hot box on the shafting of the elvtr. at the plant of the Nebraska Corn Mills caused a damage of about $500. For a time the large corn mill was threatened with destruction.

Friend, Neb.—I have installed a direct loading spout, manlift, Richardson Automatic Scales to replace hopper scales, cleaner in the cupola, and sheller. I have also built 2 bins and will install a 20-h. p. electric motor.—Isaac N. Meyers.

Bushnell, Neb.—The elvtr. of Bogle & Son burned Apr. 2, with about 4,000 bus. of grain. We are the only firm in the grain business at this point, operating a 30,000-bu. iron clad cribbed elvtr., with separate concrete engine room and frame office.—T. Adamson, mgr. Bushnell Grain Co.

Bertrand, Neb.—We are at present shipping out grain with a portable elvtr. for loading cars. Specifications are out for bids for a 25,000-bu. elvtr. and the railway company is preparing to grant us a site.—Bertrand Equity Exchange. J. E. Bailey, of Loomis, has been chosen as mgr. of the company.

Foley sta. (David City p. o.), Neb.—The Farmers Grain Co. recently built a 12x14 ft. addition to its office and 2 more coal bins and also put in concrete walks around its residence property. I have resigned as mgr., effective July 1, and intend to move to Montana to manage a line company elvtr.—Frank Chapin, mgr.

Gladstone, Neb.—The elvtr. of Wm. Van Buren burned June 6. The fire is supposed to have been caused by a hot box in the upper story of the elvtr. The building was valued at $5,000; insurance, $3,500. About 3,000 bus. of grain burned, fully covered by insurance. A carload of wheat, standing on a track near the elvtr, was saved. Mr. Van Buren intends to erect an up-to-date elvtr. at once.

Hartington, Neb.—The Doniphan-Jones Grain Co. has taken over the elvtr. of the Saunders-Westrand Co. P. E. Olson will continue to act as local mgr. The new owners of the elvtr. of the P. B. Mann-Anchor Co. which has been operated by Lance Jones, have ordered Frank B. Thomann, local mgr., to close the elvtr. for the present. The house will probably be repaired before it is reopened.

Peru, Neb.—The Farmers Grain Co. is building a 15,000-bu. one man fireproof elvtr., equipped with a Richardson Automatic Scale, Barnard & Leas Cleaner and chain drive elvtr. An electric motor will be installed for power. The work will be pushed as fast as possible in order to be ready to handle the new wheat crop, which promises to be good. G. H. Birchard has the contract for the elvtr.—E. S. Canady, vice-pres.

Carroll, Neb.—The Farmers Union Ass'n has repaired its elvtr. and is now ready to take in grain. The elvtr. has been moved back from the railroad, giving 7 ft. clearance. It has been lowered 21 in. and the driveway has been put down 2½ ft., making it much easier to drive into. A Fairbanks Dump Scale and a dump have been installed. When painted and reshingled it will be in first class shape.—H. Fitz Simmons.

Pender, Neb.—We have bot out the Holmquist Grain & Lumber Co. at this place, Thurston, Nacora, Emerson and Hartington, and also the lumber and coal yard in connection at Pender, Thurston and Emerson. The stockholders in the new corporation are all old stockholders of the Holmquist Grain & Lumber Co., having sold their stock to that company and bot the above stations from it. Mr. Heyne was agt. here.—Moseman-Heyne Co.

OMAHA LETTER.

W. B. Weekes, of the Weekes Grain Co., has recovered from his recent operation for appendicitis.

John G. Wild, who for the past year has been our traveling representative, becomes now associated with this firm as vice-pres. —United Grain Co.

More than 400 members of the Grain Exchange and their employes marched in the Flag Day Parade. Sam P. Mason, mgr. of the Nye Schneider Fowler Co., was marshal of the Grain Exchange division.

The Saunders-Westrand Co. has disposed of all of its elvtrs. located in northeast Nebraska, as follows: Wakefield and Magnet, 45,000 elvtrs.; Wausa and Hartington, 25,000-bu. houses; and Sholes, a 15,000-bu. elvtr., which will probably be leased to the Farmers Elvtr. Co. These houses will be operated by the Dolphin-Jones Grain Co., of which I am a member. This company will carry on a general grain, coal and live stock business in northeast Nebraska and will have the main office in this city, where it will do a commission business. Lance Jones is pres. and I am sec'y-mgr. of the company, which has a paid up capital stock of $35,000. The affairs of the Saunders-Westrand Co. will be closed up in the near future.—M. I. Dolphin.

NEW ENGLAND

Plantsville, Conn.—William Cowles, grain dealer, has installed a grain elvtr. in his place of business.

St. Albans, Vt.—Wm. O. Wise, local mgr. of the St. Albans Grain Co., has been elected treas. of the company.

Boston, Mass.—Thomas F. Colbert, member of the Chamber of Commerce, was married June 15 to Miss Helen M. Higgins.

Hartford, Conn.—Charles H. Northam, formerly a member of the firm of Smith, Northam & Co., died June 6, aged 72 years.

Plainfield, Conn.—Arthur C. Tillinghast, grain and coal dealer, sustained a loss of about $6,000 from a fire on June 10. A considerable quantity of grain was water soaked.

St. Johnsbury, Vt.—The firm of Griswold & Mackinnon, grain and feed dealers, has filed a petition in bankruptcy. The liabilities are about $245,286.93 and assets, $55,155.94.

St. Johnsbury, Vt.—F. W. Kelley and A. W. Schoppe will engage in the grain brokerage business under the name F. W. Kelley Co. Both men have been for several years associated with Griswold & Mackinnon, now in financial difficulties.

New Bedford, Mass.—J. Cushing & Co. of Fitchburg, have purchased a site from C. D. Strong, grain dealer, and will build an elvtr., in the near future, at a cost of about $30,000.

Winsted, Conn.—H. Leonard, formerly mgr. of M. D. Leonard & Co., has bot the business of the firm, and started a new concern, which will be known as the Leonard Grain Co.

Cranston, R. I.—Henry R. French, head of the firm of H. H. French & Son, grain dealers, died June 6, at the age of 75 years. He had been in the grain business practically all of his life.

Sommersworth, N. H.—The Stafford-York Grain Co. is now occupying its newly-repaired office in the Savings Bank Bldg. here. E. W. Blaisdell was recently elected pres. of the company.

NEW MEXICO

Clayton, N. M.—We expect to start construction work soon on a 20,000-bu. elvtr. —W. L. Franklin, mgr. Four States Seed Co.

Melrose, N. M.—The Clovis Mill & Elvtr. Co. will install new Fairbanks Wagon Scales to replace the old scales.—Robert Stone.

Glenrio, N. M.—The R. H. Drennan Grain Co., of Oklahoma City, Okla., is interested in the erection of an elvtr. at this station, which is in Quay County.

NEW YORK

Brooklyn, N. Y.—Robert F. Denison, 89 years of age, a retired grain merchant, died June 15.

Copenhagen, N. Y.—The capital stock of the Arthur Grain & Coal Co. has been increased from $50,000 to $60,000.

BUFFALO LETTER.

A large number of members of the Corn Exchange marched in the Preparedness Parade on June 24.

John H. Brinkmann, formerly with the Western Elevating Co. and later with the Lake Grain Elevating Ass'n, has resigned and is now ass't sec'y-treas. of the Buffalo Elevating Co. Frank Dell has succeeded him with the Lake Grain Elevating Ass'n.

Extensive improvements are now being made at the Connecting Terminal R. R. Elvtr., which will be completed in about 3 months. They consist of an additional marine leg and extensions of the weighing and car-loading apparatus. They will cut in half the time required to transfer a cargo of grain, consigned to the east, from the lake steamer to the railroad cars. It will be possible to unload grain from a vessel at the rate of 40,000 bus. per hour and pour it into cars, out of store, at the rate of 45,000 bus. hourly. The enlargement of the Buffalo Elvtr. has been undertaken by the Pennsylvania Railroad to facilitate the great export trade that has been built up in wheat and other grain. The Buffalo plant is operated thru a subsidiary company, the Connecting Terminal Railroad.

NEW YORK LETTER.

The Economic Grain Co., incorporated; capital stock, $50,000; incorporators, J. A. Craig, H. A. Oswald and J. Tannenbaum.

Robert Gentles, grain exporter, is reported to have been critically wounded. He has been fighting with the allied armies in France.

Members of the Produce Exchange presented the retiring pres., J. Ward Warner, with a silver tea set as an expression of their appreciation of his work during the past 2 years.

The Norris Grain Co. of New York, incorporated to deal in grain, seeds, etc.; capital stock, $5,000; incorporators, F. A. Heywood, Brooklyn, Robert J Hanley and Robert Crombie, of Chicago, Ill.

At the recent annual election of officers of the Produce Exchange the following were chosen: Pres., W. H. Kemp; vice-pres., R. A. Claybrook; treas., E. R. Carhart. Board of mgrs.: Walter B. Pollock, A. Maclay Pentz, Edward T. Cushing, Edward Flash, Jr., W. W. Starr and S. B. Cooper.

Henry Stemper, representing the Grain Growers Export Co., of Winnipeg, and well known in the export trade as the former representative of Rosenbaum Bros., Chicago, was killed on the night of June 14 in an automobile head-on collision at Springfield, N. Y. Mr. Stemper had his arm torn off and skull crushed. Several others were badly injured. The funeral was held on June 14.

The pres. of the Produce Exchange has announces the appointment of the following com'ites to serve during the ensuing year: Grain—A. C. Field, chairman; Edwin W. Elkins, Gerald F. Earle, Wm. C. Mott, Wm. J. Brainard. Carlot Grain—Otto Keusch, chairman; R. G. Brandt, B. A. Allen, Edwin A. Barnes, Harry G. Gere. Grain Commission Rules—Frank I. Maguire, chairman; C. Walton Andrus, Stephen J. Hill, Jr., T. Harry Story, J. H. Bowne.

The following notice regarding reductions in grain inspection charges, becoming effective June 10, has been posted on the bulletin boards of the Produce Exchange by the com'ite on grain: Cargo Grain: For inspection and verification of track weights on ex-lake and rail grain, 25c per car load (formerly 50c). All-Rail Grain: For inspection of all-rail grain, 25c per car load (formerly 50c): supervision of weights and examination of cars for leaks, 25c (formerly 50c). On Track Grain: For examination of all-rail grain, 25c; examination of cars for leaks when weights are not supervised, 25c (formerly 75c). Bonded Grain: For all cars of bonded grain, supervision of weights, 25c per car load (formerly 50c). No changes have been made in the charges on canal grain, into store, out of store, export, sampling mixed grain, etc., mixing, blending, screening, etc., loading into ship for condition, sampling bagged grain.

NORTH DAKOTA

Flasher, N. D.—The Powers Elvtr. Co. will build a new elvtr. here.

Loma, N. D.—Farmers are organizing a company to operate an elvtr. here.

Geneseo, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is closed.

Glover, N. D.—The Knox Grain Co. has let contract for a 50,000-bu. elvtr. to L. Buege.

Fryburg, N. D.—C. F. Carlson has been retained as mgr. of the Farmers Union Elvtr. Co.

Plaza, N. D.—The Plaza Equity Elvtr. Co. has been incorporated with a capital stock of $25,000.

Max, N. D.—C. H. Ihlen, formerly mgr. of the Farmers Grain, Stock & Fuel Co., has bot an elvtr here.

Moffit, N. D.—John Ratzlaff has been retained as grain buyer by the Farmers Elvtr. & Mercantile Co.

Hannah, N. D.—The Winter-Truesdell-Ames Co. is remodeling its elvtr., installing a new engine and cleaner.

Douglas, N. D.—The recently organized Farmers Elvtr. Co. will start work soon on the erection of an elvtr.

Adams, N. D.—L. M. Glugekvan has succeeded Victor Peterson, who resigned as agt. of the Atlantic Elvtr. Co.

Grace City, N. D.—C. F. Burk is mgr. of the Grace City Co-operative Elvtr. Ass'n, which will build an elvtr.

Jamestown, N. D.—The Occident Elvtr. Co. has completed the elvtr. for which it let contract to C. E. Bird & Co.

New England, N. D.—Herbert Gentz is the new agt. for the Geo. C. Bagley Elvtr. Co., succeeding Howard Walter.

Stewartsdale, N. D.—The Expansion Elvtr. & Investment Co. closed its elvtr. Apr. 26.—Wm. A. Clark, former agt.

Pt. Emma sta. (Guelph p. o.), N. D.—We have painted and repaired our elvtr.—J. J. Wallace, agt. Northwestern Elvtr. Co.

Simcoe, N. D.—H. F. Fisk, formerly mgr. of the Equity Elvtr. Co. at Sheldon, is negotiating for the purchase of an elvtr. here.

Killdeer, N. D.—I am building a 50-bbl. mill and putting in an electric light plant in connection with my elvtr. here.—R. S. Davidson & Co.

Timmer, N. D.—The Bingenheimer Mercantile Co., of Mandan, will build an elvtr. here.—S. W. Unkenholz, mgr. Farmers Elvtr. Co., Mandan.

Kellys, N. D.—Bids on the new elvtr. for the Farmers Elvtr. Co. will be opened June 26. Plans may be seen at the office of the Hickok Construction Co.

Sherwood, N. D.—The Farmers Elvtr. Co. is wrecking its old building to make room for the erection of a new 50,000-bu. elvtr. for which it let contract to T. E. Ibberson.

Southam, N. D.—I was buying grain for the Spaulding Elvtr. Co. at Ops sta. (Conway p. o.), but on Mar. 23 was transferred by the company to its elvtr. here.—E. I. Ferguson.

Silver Leaf, N. D.—We will build a new 40,000-bu. elvtr. with up-to-date equipment, as soon as possible. D. F. Hoag & Co. have the contract.—Henry Moll, mgr. Farmers Elvtr. Co.

Tolley, N. D.—Report states that the elvtr. of the Atlantic Elvtr. Co. will be moved near the Occident Elvtr. Co.'s elvtr. and both houses will be conducted under the management of the latter.

Thompson, N. D.—The National Elvtr. Co. is improving its elvtr., putting in new distributors, repairing the cupola and coal shed, and building a new office.—M. C. Gaulke, mgr. Farmers Elvtr. Co.

Grafton, N. D.—Work is progressing on the new 40,000-bu. elvtr. of the Farmers Co-operative Grain Co. We are building a 3-room detached office, 32x32 ft., about 100 ft. from our mill.—Grafton Roller Mill Co.

Windsor, N. D.—The Farmers Elvtr. Co. incorporated; capital stock, $10,000; incorporators, Harry Little, Howard L. Roe and others. Contract will be let soon for a 40,000-bu. elvtr. to be built in time to handle the 1916 crop.

Crystal Springs, N. D.—We are going to build a new 40,000-bu. elvtr. on the Northern Pacific R. R., equipped with a 15-h. p. engine, Richardson Automatic Scale, cleaner and another scale.—Andrew Bayasch, pres. Farmers Elvtr. Co.

Walhalla, N. D.—The firm of Lee & Son has been organized. Contract for a 20,000-bu. elvtr. at this point has been let to T. E. Ibberson and a lease has been secured on the elvtr. at Tipperary. A. H. Lee will be mgr. here and Clarence will be in charge at Tipperary.

OHIO

Toledo, O.—A new conveyor is being installed at the Eastside Iron Elvtr.

Sandusky, O.—Gallagher Bros., operating an elvtr. here, will build a brick warehouse.

Kenton, O.—The elvtr. of W. B. Gramlich was slightly damaged by a recent fire.

Lakeville, O.—The Farmers Equity Union has purchased a site and is building an elvtr.

Green Camp, O.—The Green Camp Grain Co. has increased its capital stock from $6,000 to $15,000.

Lima, O.—The Grain Producers & Grain Dealers Ass'n held a grain trade conference and picnic on June 23.

Cincinnati, O.—W. L. Brown & Co. are going around the elvtrs. and soliciting shipments direct from growers.

Marion, O.—The Boyer-Riley Grain & Hay Co., of Nevada, O., purchased our elvtr. at this place.—Miller Bros. Grain Co.

Findlay, O.—The Hancock Co-operative Elvtr. & Supply Co. has bot the elvtr. of H. M. Hosler. Glenn Roberts will be mgr.

Upper Sandusky, O.—Mr. Gregg, of Wm. Gregg & Sons, fell over a broken telefone pole back of his home. He was seriously injured.

Ansonia, O.—J. H. Detling is pres., E. E. Vance, sec'y, and J. M. Hufnagle, treas.-mgr. of the Farmers Grain Co., which purchased an elvtr. here.

Cincinnati, O.—The Grain Dealers Credit Ass'n will hold its annual outing at Lexington Pike, Ky., on July 2, at Cody's farm, from 10 a. m. to 8 p. m.

Patterson, O.—S. A. Crilley, who bot my elvtr., coal, fence and post business will take charge July 1 and will handle same for the Sneath Cunningham Co., of Tiffin.—A. S. Jackson.

Savona, O.—Geo. T. Bowen & Son have bot the elvtr. of J. C. Cole. Henry W. Bowen, former mgr. of the elvtr. of the Connell-Anderson Grain Co. at Bentonville, Ind., will take charge.

Coshocton, O.—We have given our plant a general overhauling and have installed 2 Barnard & Leas Sifters. E. S. Lee and Balch Bros. have repaired their plants also.—Hanley Mlg. Co.

Toledo, O.—The public elvtr. charges on storage of grain have been advanced from 1 40c to 1 30c per bu., per day, effective July 1. The charge for elevating from vessel or cars, including 10 days' free storage, remains at ½c per bu.

Apple Creek, O.—We have purchased the elvtr. and warehouse of H. D. Sowers and will begin business on July 1, doing a regular warehouse business. C. H. Swan is pres., J. A. Herpel, vice-pres., and E. C. Wallace, sec'y-treas.—C. H. Swan.

Kansas, O.—The J. L. Rouze Co. is the only regular grain dealer at this point, fully equipped with facilities for doing business. The company is having some unpleasant competition with a scoop shoveler operating here and in the adjacent territory.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n.

Frankfort, O.—John W. Ott is making additional improvements on his property here. He is erecting a large capacity elvtr., which will be mounted on a heavy concrete foundation, substantially constructed thruout of the most modern design. It is conveniently located on the C. H. & D. Ry. siding.

Fostoria, O.—Work is progressing on the 8 concrete storage tanks for which the Fostoria Grain Co. let contract to the Burrell Engineering & Construction Co. This addition will give the elvtr. a capacity of 257,000 bus. and will be completed Aug. 10, at a cost of approximately $30,000. The elvtr. will be operated under the name of the Fostoria Elvtr. Co. G. D. Jones is mgr.

Dayton, O.—The Miami Valley Grain Dealers Ass'n held its summer social and business meeting at the Phillips House, in this city, on June 14. The wives of the members were guests to a splendid 3-course dinner. The attendance was large. The elimination of bag loaning was the principal subject before the meeting. As there is but one grain dealer in the territory who absolutely refuses to participate in the movement, it looks very favorable for the final adoption of the cheaper and better method of marketing grain.—E. T. Custenborder & Co., Sidney.

OKLAHOMA

Ingersoll, Okla.—G. F. Miller is mgr. of the recently incorporated Farmers Union Ass'n.

Curtis, Okla.—The Bouquot-Ludwick Co. succeeded the Kramer Mlg. Co. at this point.—G.

Pond Creek, Okla.—A. B. Minshall has been retained as grain buyer for the Farmers Elvtr. Co.

Chattanooga, Okla.—Two firms are scooping grain at this station.—C. H. Black of Black Grain Co.

Bridgeport, Okla.—O. E. Smith has resigned as agt. of the McCafferty Grain Co. and will move to Ringling.

Burlington, Okla.—The recently incorporated Burlington Grain Co. will begin business about July 1.—Luther Martin, mgr.

Butler, Okla.—The elvtr. of the Hinton Mlg. Co. was struck by lightning June 10, but little damage was done.

Hastings, Okla.—M. W. Donohoe, of Davidson, has leased and taken charge of the elvtr. of the Hearn Hardware & Grain Co.

Gotebo, Okla.—J. H. Schmidt is pres., C. O. Read, sec'y, and I am mgr. and treas. of the Gotebo Elvtr. Co.—Geo. W. Williams.

Darrow, Okla.—The Wheeler Grain Co., of Weatherford, is building a new elvtr. on the Rock Island. The White Star Co. has the contract.

Pocasset, Okla.—The Pocasset Grain & Elvtr. Co. incorporated; capital stock, $5,000; incorporators, F. E. Moore, Chickasha, R. W. Davidson and E. Davidson.

Tyrone, Okla.—The Tyrone Equity Exchange has completed its new elvtr., which doubles its storage and handling capacity. The White Star Co. had the contract.

Camargo, Okla.—The Bouquot-Ludwick Co. has started work on a new elvtr. to replace the one destroyed by fire May 17. The White Star Co. has the contract.

Aline, Okla.—The Home Builders & Shipping Ass'n has let contract for a 12,000-bu. elvtr., work to begin at once. It will be situated on the Orient tracks.

Cherokee, Okla.—O. W. Pfeiffer has succeeded F. A. Hague as mgr. of the Farmers Federation and Mr. Hague is now connected with the Alfalfa Meal & Mlg. Co.

Afton, Okla.—Work will be started soon on an up-to-date corn elvtr. for the Lipscomb Grain & Elvtr. Co., of Springfield, Mo. The White Star Co. has the contract.

Fargo, Okla.—Frank Wigle is agt. for the C. B. Cozart Grain Co. and G. R. Bonar is agt. for the Alva Roller Mills.—A. C. Browne, agt. Cress & Robinson Grain Co.

Davidson, Okla.—The Brown Grain Co. bot the elvtr. of the Davidson Grain Co., on the Frisco. The Jones Grain Co. is out of business and has been succeeded by the Huffine Grain Co.—A. D. Brown.

Burlington, Okla.—We have bot the 5,000-bu. elvtr. of the Goltry Grain Co., located on the A. T. & S. F. R. R. and have engaged in the grain business.—Luther Martin, mgr. Burlington Grain Co.

Alva, Okla.—The Ball Mfg. Co., of Wichita, Kan., and Kansas City, Mo., is trying to lease the elvtr. of the Farmers Federation. The board of directors sanctioned the proposition but the stockholders may veto it.—G.

Altus, Okla.—Fire destroyed the plant of the Oklahoma Alfalfa Products Co. with a loss of $36,000. J. A. Walker, operating an elvtr. in connection, sustained a loss of $2,000 on grain, which was fully covered by insurance.

Elk City, Okla.—Our company, which is a branch of the Mangum Mlg. Co., of Mangum, Okla., has bot the elvtr. of the Citizens Mlg. Co. Coska & Dobry are managing the 2 elvtrs. of the Elk City Flour Mills Co.—E. Slate, mgr. Mangum Mlg. Co.

Nash, Okla.—We have organized an elvtr. company, with a capital stock of $10,000, and we are planning to buy an elvtr., but as everybody is busy on account of harvest, will make arrangements later.—P. M. Combs, sec'y-treas., Nash Equity Exchange.

Helena, Okla.—The recently incorporated Farmers Elvtr. Co. is building a new 10,000-bu. elvtr. This is the 6th elvtr. for this place. Some of the stockholders expect the company to handle the major portion of the grain marketed here this season.—S. H. Colwich.

Geary, Okla.—Work is progressing on the 25,000-bu. up-to-date elvtr. and warehouse for which the Hinton Mlg. Co., Zoebisch Bros., props., let contract to the White Star Co. The elvtr. will be an iron clad wooden house and will be equipped with a rope drive, manlift and the latest equipment. It will cost $7,000 and will be managed by Mr. Zoebisch, who will move here from Hinton.

Oklahoma City, Okla.—W. B. Stowers, of Kansas City, Mo., has engaged in the grain business here under the name of the W. B. Stowers Grain Co. and will represent the Neola Elvtr. Co. on a brokerage basis. Offices have been opened in the Grain Exchange Bldg. with E. W. Scott in charge.

OREGON

Emerson sta. (Wrentham p. o.), Ore.—The recently incorporated Standard Hollow Elvtr. Co. will use steel tanks for storing grain this year and intends to build an elvtr. next year.

Astoria, Ore.—The Astoria Grain Co. incorporated to buy and sell cereals of all kinds and to operate steamers; capital stock, $10,000; incorporators, E. L. Smith, Pendleton, E. W. Smith, Portland, and others.

Albany, Ore.—M. Sanders & Co. have leased the warehouse, owned by the Oregon Electric Ry. Co. It has a capacity of from 100,000 to 120,000 bus. of grain and will be equipped with the necessary new machinery to handle the fall grain crop.

PENNSYLVANIA

Hazleton, Pa.—The firm of Price & Co., which retired from the grain business a few years ago, has been dissolved.

Philadelphia, Pa.—A public note of warning has been sent out by Frank L. Neall, traffic statistician, Germantown, and member of the Commercial Exchange, since the burning of the Northern Central R. R. Elvtr. at Baltimore, Md., showing the danger of the Port Richmond Elvtr. at this place. It has a storage capacity of 1,500,000 bus. which, he claims, has, after continuous operation for 32 years, gathered enough grain dust in its various depts. to be destroyed at any time thru spontaneous combustion or igniting by fire on account of long service and the friction of its machinery.

PITTSBURGH LETTER.

Jesse C. Stewart has been admitted to membership in the Grain and Hay Exchange.

Capt. R. D. Elwood, for many years a member of the Grain & Hay Exchange, was bereaved recently by the death of his wife.

The following officers of the Grain & Hay Exchange were elected June 15 to serve during the coming year: Pres., James McCune; vice-pres., A. J. Gosser; sec'y, H. S. Morgan, and treas., W. A. McCaffery. The board of mgrs. consists of these officers and D. V. Heck, George Jaeger and John Floyd.

SOUTH DAKOTA

Northville, S. D.—The elvtr. of the Atlas Elvtr. Co. will be wrecked.

Houghton, S. D.—The old elvtr. of G. W. Van Dusen & Co. will be wrecked.

Ferney, S. D.—Ernest Bahr is erecting a large grain elvtr. on his farm west of town.

Casselton, S. D.—I have moved from Emmetsburg, Ia., to this city.—Tom Berryman.

Bradley, S. D.—The McCaull-Webster Elvtr. Co. contemplates the erection of an elvtr. this summer.

Elkton, S. D.—John Kroeger, Jr., mgr. of the Farmers Elvtr. Co., was married recently to Miss Lena Stoltz.

Alpena, S. D.—A. H. Betts has completed the elvtr., which he was rebuilding here. Levi D. Wait did the work.

Freeman, S. D.—Work is progressing on the 20,000-bu. elvtr. for which Pollman & Wipf let contract to Levi D. Wait.

Columbia, S. D.—W. Selsmer, of Sleepy Eye, Minn., has succeeded Mr. Schneider as agt. of the Eagle Roller Mill Co.

Diamond, S. D.—The Ely Salyards Co. has practically completed its new 40,000-bu. elvtr., at a cost of about $10,000.

Wilmot, S. D.—I have sold my elvtr. to Geo. L. Jenks, of Minneapolis, Minn.—Ferd J. Maly, mgr. Wilmot Grain Co.

Orient, S. D.—The Rea Valley Farmers Ass'n incorporated; capital stock, $20,000; incorporators, M. Allen, W. Houdek and others.

Gallup, S. D.—The Farmers Elvtr. Co. has let contract for a new elvtr. to L. Buege, to replace the house, which burned Mar. 2.

Brookings, S. D.—B. Jacobson, agt. of G. W. Van Dusen & Co., has been ill for 5 weeks, but is now considerably improved.

Bovee, S. D.—Mail should be addressed to this p. o. instead of Bloomington sta. (Geddes p. o.).—E. R. McFarland, agt. M. King Grain Co.

T. I. Gunderson shipped 16 car loads of cattle which brot more dollars and cents than any 16 car loads of fat cattle ever sold in the United States.

Mansfield, S. D.—The Independent Grain Co., composed of R. G. Klyne, I. O. Hollenbeck and J. L. Hollenbeck, recently bot the 15,000-bu. elvtr. of the Western Grain Co.

Menno, S. D.—The recently organized Farmers Grain & Stock Co. incorporated; capital stock, $50,000; incorporators, C. E. Gullickson, Fred Bender, Jr., and H. F. Harrison.

Nisland, S. D.—Report states that the lease on the elvtr. which J. D. Duer has been operating, will expire July 1, when the owners will take charge of it and operate it from that time.

Bridgewater, S. D.—George Shanard, mgr. and vice-pres. of the Shanard Elvtr. Co., died June 8, following an operation for appendicitis. He is survived by his widow, 2 daughters and a son.

Bonilla, S. D.—The elvtr. of Siberz Bros. & Craig of Tulare, burned June 6, a hot bearing on the boot causing the fire, which started at 3 p. m. and apparently was extinguished. The machinery was not run again but was watched until 9 p. m. Fire broke out at 3 o'clock the following morning. Loss, $2,500; insurance, $1,500. Grain loss, $3,000; fully insured. The elvtr. will be rebuilt immediately. The shingle roof of the elvtr. of the Columbia Elvtr. Co., 24 ft. away, caught fire and the elvtr. burned to the ground. It had not been operated for a year and was empty.

Mansfield, S. D.—The Farmers Elvtr. Co. had a fire in the timber on the line shaft, caused by the line shaft being out of line, and when the belt was running on the idle pulley, the belt rubbed on the timber and friction started the fire. The elvtr. machinery was shut down about 5 o'clock the previous evening and John S. Smith, mgr., had the engine running on the idle pulley a while before he shut down. The fire must have started at that time and smoldered all night as, when the mgr. opened the elvtr. the next morning, he smelt smoke and discovered the timber burning below. The blaze was extinguished with slight loss, which is covered by insurance.

SOUTHEAST

Petersburg, Va.—The Virginia Feed & Grain Co. will build a steel and concrete warehouse.

Sheffield, Ala.—The Lyle-Taylor Grain Co. has succeeded the Tennessee Valley Brokerage Co.

Palatka, Fla.—C. C. Hudson has bot the interest of J. C. Vertress in the firm of Vertress & Co., handling grain, provisions and fertilizer.

Meridian, Miss.—Wilton Sturges has purchased the interest of H. J. Woods in the firm of Sturges & Woods and the business will now be operated as Sturges & Co.

Dover, Del.—The Granaries Export Co. incorporated to deal in grain and cereals; capital stock, $100,000; incorporators, Herbert E. Latter, Norman P. Coffin, of Wilmington, and Clement M. Egner, of Elkton, Md.

TENNESSEE

Nashville, Tenn.—The Rex Mill & Feed Co. has been admitted to membership in the Grain Exchange.

TEXAS

Dallas, Tex.—The E. B. Chenoweth Grain Co. has been dissolved.

Amarillo, Tex.—The American Grain & Coal Co. has succeeded N. S. McGee & Co.—G.

Hereford, Tex.—I will not build an elvtr. at present as was recently reported.—E. W. Harrison.

Kaufman, Tex.—P. H. Dismukes is building a 30x70 ft. grain warehouse on the Texas Midland.

Childress, Tex.—John R. Scott has started to build a 50-bbl. Midget Mill and a 10,000-bu. elvtr.—W. B. G.

Cisco, Tex.—J. M. Williamson and F. E. Harrell have made arrangements to buy grain here during the fall and winter.

San Antonio, Tex.—Contract has been let by the Guenther Mlg. Co. for its new mill, to the Lehrack Contracting & Engineering Co.

Sherman, Tex.—The grain warehouse of the Gladney Mlg. Co. was damaged by a recent fire. The loss is covered by insurance.

Ft. Worth, Tex.—G. E. Blewett is mgr. of the Blewett Grain Co., which has opened offices in the Grain & Cotton Exchange Bldg.

Houston, Tex.—Texas State Rice Mlg. Co. incorporated; capital stock, $10,000; incorporators, Ralph B. Fezagin, Raymond Nelson and C. H. Wilson.

Iredell, Tex.—J. F. Wieser is pres., J. C. Phillips, vice-pres. and H. B. Strong, sec'y-treas. of the recently organized Iredell Elvtr. Co., which is building an elvtr.

Van Alstyne, Tex.—Louis Garver's large wooden grain warehouse burned June 14, together with about 5,000 bus. of oats. The estimated loss is $3,500, covered by insurance.

Pilot Point, Tex.—Hon. L. G. Belew has been reappointed as a member of the Tri-State Appeal Com'ite for the ensuing year, to represent the Texas Grain Dealers Ass'n.

Denton, Tex.—J. S. Whaley, of Gainesville, and E. G. Rall, of Ft. Worth, have bot the elvtr. and mill of the defunct Alliance Mlg. Co., at auction for about $75,000.

Galveston, Tex.—One of the grain carriers entering this city will, within a short time, raise and grade the tracks in the yards above the high water mark of last August, according to report.

Higgins, Tex.—F. T. Ward is building a 7,000-bu. elvtr. equipped with Howe Wagon Scale, Avery Automatic Scale, 6-h. p. Fairbanks-Morse Type Z Kerosene Engine and Security Manlift.—G.

Celina, Tex.—Our elvtr. and grain storage building did not burn in the fire June 10, caused by lightning, which destroyed our mill and storage for sacks and flour. Loss, $52,000; insurance, $35,000.—Celina Mill & Elvtr. Co.

Cuyler, Tex.—The Cozart Grain Co., of Woodward, Okla., has let contract for a 15,000-bu. iron clad studded elvtr., on the Santa Fe, to the White Star Co. Equipment includes a 6-h. p. Fairbanks Engine, 4-ton wagon scale and a 750-bu. automatic scale.

Amarillo, Tex.—The Early Grain & Elvtr. Co. will do some remodeling and enlarging, installing a 2,000-bu. Richardson Automatic Scale, car loader, and other new machinery. Work will be started at once by the White Star Co., which has the contract.

Amarillo, Tex.—The executive com'ite of the Panhandle Grain Dealers Ass'n has selected the following members as the arbitration com'ite for the ensuing term: J. D. Hunter, Amarillo, J. W. Philpot, Miami, and E. R. Bryant, Lockney.

Austin, Tex.—Effective June 20 the Texas Railroad Commission has amended the grain tariff No. 2-C, eliminating barley, oats clippings and grain screenings from the list of articles taking wheat rates, and making corn rates in item 4 apply to barley, Egyptian wheat, feterita, grain screenings, higera, kafir, milo, oats, oat clippings and speltz.

Ft. Worth, Tex.—The Riverside Elvtr. has been leased by Thompson, Wilson & Co., who have entered the grain business here. Mr. Thompson was formerly with the Denison Mill & Elvtr. Co. at Denison, and Mr. Wilson was with the Diamond Mills at Sherman. Mr. Thompson has bot the membership of J. E. Patton in the Grain & Cotton Exchange.

Miami, Tex.—The newly incorporated U. S. Strader Grain Co. has bot the elvtr. of the Strader-Cozart Elvtr. Co. The Independent Grain Co. sold its elvtr. to the Alva Roller Mills, who in turn sold out to the Kansas Flour Mills Co. I understand that it will be run under the name of the Alva Roller Mills as in the past, giving them 2 plants at this station.—G.

Palestine, Tex.—Improvements to be made by the Palestine Grain Co. about July 1 include the installation of a couple of mills and erection of more storage. Julius H. Pearlstone is now sole owner, having bot the interest of John L. Smith, who in turn bot Mr. Pearlstone's interest in the East Texas Mill & Elvtr. Co. at Longview, which he now owns exclusively.

Howe, Tex.—The Howe Grain & Mercantile Co. recently was given judgment by the Supreme Court of Oklahoma against the Guthrie Mill & Elvtr. Co., Guthrie, Okla., for $779.49 damges on a contract for 5,000 bus. of shelled corn to grade No. 3 or better, to fill which one car was shipped in compliance, while the other cars shipped were not acceptable, being ear corn or in bad condition.

WASHINGTON

Spokane, Wash.—The recently organized Starr Grain Co. incorporated; capital stock, $15,000; incorporators, T. A. Kemper, E. A. Warmoth, and others.

Lacrosse, Wash.—The Pacific Coast Elvtr. Co. has appointed W. S. Guntle, of Waitsburg, as mgr. of a new district of 19 grain warehouses which it established.

Molson, Wash.—The recently incorporated Molson Union Elvtr. Co. has purchased the grain warehouse and site of the Dunlap Mercantile Co., on the Great Northern, and will at once erect a 35,000-bu. elvtr. for bulk grain and a 100,000-bu. warehouse for sacked grain.

Seattle, Wash.—At the annual meeting of the Tri-State Terminal Warehouse Co., on June 6, a unanimous resolution was adopted which, in effect, will mean the change from sacked shipments to bulk. The resolution reads as follows: "Since 99% of the wheat distributed to the markets of the world is sold in bulk and all quotations are based on loose grain, therefore, be it resolved that all quotations on grain be considered on a bulk basis, and if sacks are used for the convenience of the buyer it is hereby understood that the sacks must be returned or their equivalent in value." All officers were re-elected, the list including B. T. Manchester, of Colfax, pres.; W. W. Harrah, Pendleton, Ore., vice-pres.; C. W. Nelson, local mgr., secretary and treasurer.

WISCONSIN

Paskin, Wis.—The Farmers Grain Co. will build a 60-ft. hay warehouse.

Oconomowoc, Wis.—A private elvtr., 36x36x68 ft., will be built by Fred Pabst, who owns a large stock farm near this city.

Montello, Wis.—The warehouse of Quantius Bros. burned recently. Grain, feed and beans, valued at $3,000, burned, on which $1,000 insurance was carried.

Sherwood, Wis.—The elvtr. of the Manitowoc Malting Co., containing 15,000 bus. of grain, was struck by lightning and burned several days ago. Loss, $6,000. The company will rebuild the elvtr. at once.

Brodhead, Wis.—Frank A. Schrader, who recently sold his grain and milling business, has bot a half interest in the grain, seed and feed business of L. V. Dodge and the firm will hereafter be known as Dodge & Schrader.

Reeseville, Wis.—We have installed a new 20-in. ball bearing attrition mill for feed grinding, driven by an electric motor. We have two 15-h. p. electric motors and expect to add another for driving the cob crusher.—Reeseville Elvtr. Co.

DePere, Wis.—We will take possession, on or about July 1, of the elvtrs. at this place and Wrightstown, which we bot from the Cargill Grain Co. We will handle the new crop thru these houses, which will be used for the handling of all kinds of grain and hay, and also will carry a line of mill feed and flour for distribution to the surrounding territory.—A. G. Wells Co.

MILWAUKEE LETTER.

Frank W. Frost, with E. W. Wagner & Co., was married recently to Mrs. Athalie Hass.

The trustees of the gratuity fund of the Chamber of Commerce have elected B. K. Miller as chairman, and J. H. Puelicher as treas. Dr. Frederick A. Stratton has been chosen medical examiner.

Increases in the salaries of a number of the assistant weighers and employes of the grain inspection and sampling dept. have been made by the directors of the Chamber of Commerce, upon the recommendation of the supervisors of grain inspection and weighing.

The 1915 occupational grain tax law will be ignored by Tax Commissioner E. H. Bodden in making his assessments this year and all grain and other food products in elvtrs. will be classified as personal property, as the law is unconstitutional according to an opinion of a city attorney.

Charles A. Krause, pres. of the Chamber of Commerce, has appointed a com'ite to secure members and their employes to march in the grain division in the Preparedness Parade on July 1. The exchange will use its own brass band, and it is expected that about 1,000 members will march.

The Milwaukee Elvtr. Co. has been granted permission to install a telegraf wire, connected with the circuit of the Armour Grain Co., upon the floor of the Exchange Room of the Chamber of Commerce. This will be the first private telegraf wire to be placed on the trading floor of this exchange.

Six memberships in the Chamber of Commerce forfeited for non-payment of the dues for the fiscal year ended Apr. 3, were sold, by order of the board of directors. Jas. A. Mander purchased them and subsequently surrendered them, under the provisions of the rule adopted Sept. 30, 1914, on the basis of a value of $80 on each membership, and were cancelled. This makes the number of members of the exchange now 565.

The firm of Fagg & Taylor will be dissolved about Aug. 1 and the business will be continued under the name of the Taylor & Bournique Co., Lyman G. Bournique, vice-pres. of the Wisconsin National Bank, will take over the interest of Clark Fagg, senior member of the firm, who will retire from active business. The new company will be incorporated, with a capital stock of $500,000. Officers will be: Pres., A. K. Taylor; vice-pres. and treas., Lyman G. Bournique; and sec'y, Albert R. Taylor.

A CAR DUMPER that will unload wheat in a few minutes is an invention of James McDaniels, recently exhibited at St. Louis, where it attracted great attention. The dumper, which is adjustable to any sized car, will take care of the largest sized grain cars. The cars are run onto the machine and tipped to an angle of 30 degrees by power and part of the load runs out. Then the car is raised at each end and the remainder of the load runs out rapidly.

Grain Carriers

THE CHESAPEAKE & OHIO RY. has placed an embargo on shipments of grain to Newport News for export.

MILLING IN TRANSIT rates are provided in an order to be issued by the Arkansas Ry. Commission at a thru rate from the point of origin.

AN ORDER for 500 box cars has been placed by the Denver & Rio Grande. The Baltimore & Ohio has also ordered 1,000 box cars.

THE BALTIMORE Chamber of Commerce, by Herbert Sheridan, traffic manager, filed its brief June 10, protesting against the advance in export grain rates.

SHOWER BATHS for freight cars are being installed by the Southern Pacific at Los Angeles and San Francisco for the purpose of testing the cars for leaky roofs.

THE PENNA. RY. has extended its embargo on account of the serious elvtr. fire at Baltimore, to cover all grain, either export, coastwise or domestic for delivery at or thru the port of Baltimore.

NEW FREIGHT RATES proposed on oats and barley shipments from Minneapolis were suspended by the Interstate Commerce Commission until Oct. 1 at the request of shippers, who contend that the new rates are discriminatory.

THRU SHRINKAGE of a carload of grain, enroute to Chicago over the C. & N. W. Ry., the Stratford Grain & Supply Co. of Stratford, Ia., claims to have lost 431 bus. of shelled corn, and has brot suit against the railway to collect $242 damages.

GRAIN AT PRESENT ENROUTE over the Penna. Ry. to Baltimore will be handled thru the Western Maryland Ry. elvtr. at Port Covington thru an agreement with that road. In order to avoid delay, cars will be handled in solid trains by the Pennsylvania's own power to the elvtr. immediately on arrival.

THE NET SURPLUS of idle freight cars on June 1 was 55,244 on lines in the United States and Canada, compared with 30,607 on May 1, or an increase of 24,637. This compares with an increase of 26,967 shown by the May 1 statement over April 1. On June 1 the total surplus was 67,588, against 59,657 the month before, while the shortage stood at 12,344, compared with 29,050.

A HEARING to consider tariffs providing increases in storage rates on grain in export elvtrs. at the seaboard, effective date of which has been suspended, will be held in the Federal Building, Baltimore, July 19, before the Interstate Commerce Commission. The complaint of the Baltimore Chamber of Commerce protesting track storage charges on export grain will also be considered.

CANCELLATION of the grain transit rules now in effect at Buffalo, N. Y., Toledo, O., Detroit, Mich., and various other points on their lines, on grain when originating at stations on the lines of certain western connecting carriers, attempted some time ago by the New York Central Ry. Co. in filing schedules carrying the cancellations to become effective January 1 and 3, 1916, but suspended by the Interstate Commerce Commission on protest of grain interests, has now been finally declared by a decision of the Commission to be unjustifiable, and the schedules have been ordered cancelled.

THE GREAT LAKES CANAL CO. has been incorporated at Buffalo. Directors are Paul Chandler, Edward E. Tanner, Birdella Caroll and Burton Wade of Buffalo, and James W. Follette of Tonawanda.

A PETITION of far-reaching importance, should it be granted, has been filed with the Interstate Commerce Commission by the Omaha Grain Exchange complaining of rates from Omaha to points in Texas, Arkansas, Louisiana, Oklahoma and New Mexico. It includes over 100 railroads and covers not only the rates, but covers what is known as violations of the long and short haul clause.

RATES ON GRAIN, grain products and hay in carloads and less than carloads, charged by the Norfolk & Western Railway Co. from Ironton, O., to points on its line in West Virginia, Naugatuck to Bluefield, inclusive, were held unreasonable by the Interstate Commerce Commission on hearing the complaint of Goldcamp Mill Co., of Ironton, O. Reasonable maximum rates were prescribed for the future, but reparation was denied the complainant.

DEMURRAGE CHARGES on intrastate business in Missouri will continue to be "48 hrs. free time and $1 per day thereafter" by decision of the Public Service Commission recently, upon hearing the arguments on the application of the Western Demurrage Buro for authority to increase the charges to "48 hrs. free time; $1 per day for the next three days, and $2 per day thereafter." After the protest by the Missouri Grain Dealers Ass'n, the Commission refused to allow the advance.

HEARINGS IN GRAIN CASES have been scheduled by the Interstate Commerce Commission as follows: The Western Grain & Sugar Products Co. v. the B. & O. Ry., at Philadelphia, July 5, before Examiner McKenna; the Grain & Hay Exchange of Pittsburgh v. the Penna. Ry. at Pittsburgh, Pa., July 15, before Examiner McKenna; the Omaha Grain Exchange v. the M. & O. Ry., at Omaha, Neb., July 10, before Examiner Flynn, and the Pierson Lathrop Grain Co. v. the C. B. & Q. Ry., at Kansas City, Mo., July 14, before Examiner Worthington.—P.

HANDLING OF GRAIN on a basis heretofore denied dealers at Cairo, Ill., from all southeast Missouri territory to Cairo via the St. Louis, Iron Mountain & Southern and St. Louis Southwestern Rys., and from Cairo via the Mobile & Ohio Ry., was made possible by the freight and transit tariffs of these roads which took effect June 15. The territory from which these new tariffs apply was open to the Cairo market prior to the destruction of the incline at Bird's Point, since which time the Cairo market has been unable to compete for southeast Missouri grain.

A PARAGRAF requiring agents to see that grain cars are in proper condition when set at elvtrs. for loading, which has always been a part of the Union Pacific Ry. Co.'s tariff in Nebraska, ever since railroad companies came under the jurisdiction of the state railway commission, was taken out of the tariff without authority of the commission, and the Omaha Grain Exchange has informally complained about the action. C. J. Lane, general freight agent of the road, claims that the paragraf never belonged in the tariff any more than an instruction requiring agents to "keep the key closed, or the door shut in cold weather."

ACTION has been brot against Nico B. Roels, captain of the steamer Willem Van Driel, Sr., which burned at the pier of Elvtr. No. 3, James Richardson & Sons, Ltd., Kingston, Ont., to make him surrender certain Bs/L. It was brot out that the Canadian firm shipped a quantity of wheat consigned to the Dutch government. At the time of the fire 117,250 bus. had been placed in the steamer and the firm asked Captain Roels to turn over the ocean Bs/L, which he refused to do. A mandatory injunction was granted by Judge Charles W. Heuisler, requiring the captain to sign and turn over Bs/L for 140,000 bus. of wheat valued at about $200,000.

ALL ROADS are not complying with Circular 1644 issued by the Executive Com'ite of the American Ry. Ass'n, Feb. 23, urging that eastern roads make a strong effort to return box cars westbound in excess of at least 20 per cent above what they receive; and having checked up a number of violations of the Circular the Com'ite contemplates imposing heavy fines. Under the regulations, which have been in effect since Jan. 1, a C., B. & Q. car, for example, in Indiana, can not be loaded with grain for shipment east, but must go farther west, empty. This regulation has resulted in some delay to shippers who have had to wait for a car that could be routed east, and in more empty car mileage, the effect being to give the roads west and north of Chicago a surplus of empty box cars for grain loading.

HERBERT SHERIDAN, traffic manager of the Baltimore Chamber of Commerce, did not endorse the Keating bill, as stated in this column June 10. Mr. Sheridan, who attended the hearing before the House Com'ite on Interstate and Foreign Commerce at the request of the pres. of the Council of Grain Exchanges, took advantage of the opportunity to set forth some of the evils that are produced by incorrect billing of freight and lack of prompt revision of billing. He indicated some of the causes of errors in billing, and expressed the belief that large organizations of shippers like the National Industrial Traffic League could doubtless agree on a recommendation for legislation of this kind that would secure approval by the Com'ite. Another hearing on this subject was held at New York June 20.

THE FOLLOWING REPARATION orders have been issued by the Interstate Commerce Commission: C. C. C. & St. L. Ry., to Cleveland Grain Co., $61.59, for excessive rate on 11 cars of corn from Indiana points to Syracuse, N. Y., Dec. 4-11, 1914, and $46.68 for overcharges on corn from Indiana to Indianapolis and reshipping to New York, Dec. 1914; Cin. Hamilton & Dayton Ry. to J. E. Wells & Co., $6.06 for overcharges on wheat from Osgood, O. to Phila., Dec. 10, 1914; I. C. Ry. to M. King, $14.38 and waive collection of undercharge of $149.63 on corn from Mattock, Ia., to Kansas City, Mo., Nov., 1913; C. C. C. & St. L. Ry. to E. A. Grubbs Grain Co., $5.60 for overcharges on corn from Ansonia, O. to Painted Post, N. Y., Dec. 8, 1914, also Dayton & Union Ry., $6.13 for overcharges on corn from Hill Grove, O. to Owego, N. Y., Dec. 4, 1914; Union Pacific Ry. to Hoffman Mill Co., $4.51 for overcharges on wheat from Penokee and Bunker Hill, Kan. to Enterprise, Kan., Jan. 21, 1915; Boston & Me. Ry. to Stratton & Co., $1,445.37 for overcharges on 47 cars of grain from points of origin to Penacook, N. H., for milling in transit and reshipment.

BERNARD A. ECKHART of the Eckhart Flour Milling Co., Chicago, was exonerated by Federal Judge Anderson, who took the case, involving charges against Eckhart of having accepted rebates from the Panhandle and Pennsylvania roads on shipments made from his mill in 1910, out of the hands of the jury, and entered a judgment of not guilty. It was shown that, as an inducement to Mr. Eckhart to locate his plant on the Panhandle railroad, an agreement was made that, in consideration of Mr. Eckhart shipping his finished product out over the lines of the Panhandle and Pennsylvania, a refund of whatever switching charges Mr. Eckhart paid on the grain delivered in, on the basis of two cars switched in for every one car of finished product shipped out, would be allowed by the road, making it possible for the Eckhart Flour Mill to compete with other mills, which are located so that they receive their wheat without being charged for local switching. The agreement was lived up to for 17 years, but in January of this year Mr. Eckhart was indicted on the alleged ground that the repayment of the switching charges, under the contract was, in effect, a concession, or rebate.

CHARGES COLLECTED for the transportation of grain from certain country stations thru Omaha and Chicago to the Atlantic seaboard for export were alleged to be unreasonable and discriminatory in a complaint against the Ann Arbor Ry. Co. filed with the Interstate Commerce Commission by the Chicago Board of Trade. Rule 13 of Transit Grain Circular No. 17, I. C. C. No. 326, covering the shipment, provides that "the thru rate to be applied to transit grain shall be the lawfully published rate thru from the original point of shipment to final destination in effect via the transit point at the time of initial shipment from point of origin applicable to the grain covered by inbound billing which these rules permit to be matched against outbound shipments. On shipments which had been given one or more transit privileges at points west of Chicago, such as Milwaukee, Cedar Rapids, Minneapolis and the Missouri River, the carriers applied the 5% increased rates from Chicago where the movement into Chicago from the prior transit point had taken place on or after the effective date of the increased rates, even though the movement into the prior transit point had occurred previous to the effective date of the increased rates. The Interstate Commerce Commission has decided that the rate to be applied from Chicago on grain, also products, is that which was in effect when the grain left the country station from which it was first moved, and not when it left the transit point from which it was reshipped to Chicago. The Commission has ruled that the carriers will be expected to refund such overcharges as they may have collected.

EACH ISSUE of the Journal contains a lot of information in condensed form, which is of interest to us.—A. Waller & Co., Henderson, Ky.

THE MEXICAN GOVERNMENT proclamation of June 19, ordering out all Americans from Yucatan and declaring war, imperils the shipment of sisal fiber to the United States and may result in a shortage of binder twine for the harvest of 1917 in the United States. Presumably all twine necessary for the present harvest has been manufactured, tho higher prices may be demanded on the prospect of scarcity next season.

Permission to Inspect.

The St. Joseph Hay & Feed Co., St. Joseph, Mo., delivered a carload of hay at that place to the Missouri Pacific Ry. Co., for transportation to Kirkwood, Mo., billed to itself, "Notify D. Prough & Son." "Allow Inspection."

Attaching sight draft to the B/L it was forwarded thru a St. Joseph bank to the bank at Kirkwood for collection.

When the car and draft arrived the buyer went to the railroad agent for permission to inspect the hay, but was refused, as the rules of the Missouri Pacific forbade inspection without production of the B/L.

Buyer went to the bank and obtained the B/L without payment of the draft, on the understanding that he would make no other use of it than that of procuring an inspection of the hay. On handing it to the agent the latter by mistake marked it "Canceled by del. Dec. 5, 1914," which meant that the carrier had delivered the hay to the buyer in full performance of the contract.

The buyer then inspected the hay and refused to receive it on the ground that it was "moldy, off color and rotten," and demanded the return of the B/L, and the agent returned the document, which the buyer, the bank being closed, presented to the bank when it opened next morning, and declined to pay the draft. The bank that day returned the draft and B/L to the St. Joseph bank.

After an unsuccessful effort for a month to establish that the carrier had delivered the car to the buyer, plaintiff ordered the car returned to St. Joseph and sold it for $110.68, paying $95.42 in freight, switching and demurrage, leaving net proceeds of $15.46, against an original invoice value of $155. Plaintiff brot suit against the railroad company and the Kirkwood bank, but the Kansas City Court of Appeals on May 1, 1916, decided

The shipper's order B/L expressly conferred the right of inspection upon the vendee without requiring him first to pay the draft, and, since the rules of the carrier forbade such inspection without the production of the B/L, a delivery of such bill by the bank for the sole purpose of enabling the vendee to exercise his right of inspection did not constitute a transfer of title to the property from plaintiff to the vendee, nor any breach of duty the bank owed to plaintiff. The bank took the risk of the vendee breaking his agreement to use the B/L only for the purpose of inspection, and not as a means of obtaining possession of the hay, but when the vendee, in observance of that agreement, promptly returned the paper to the bank after completing his inspection, plaintiff was not injured, since the vendee had done nothing more than the shipping contract allowed him to do, and the bank fully performed its duty, which required it to return promptly either the draft and B/L or the proceeds of the draft.

DEALING IN GRAIN for future delivery without bona fide intention to deliver was the finding of the Supreme Court of Oklahoma recently in the suit by Goffe & Carkener of Kansas City, to recover $1,600 margins on trades in corn for December delivery executed on the Boards of Trade of Kansas City and Chicago for the account of Ola Wilhite, whose defense was that he was gambling. One Saturday Wilhite was short 30,000 bus. of corn, with a net credit of $437. Next Monday morning the markets opened 1 to 4 cents higher than his stop loss order. As the brokers executed his orders in a legitimate way as provided by the rules of the exchanges it shows that brokers doing a legitimate business have no protection against a customer in Oklahoma who pleads gambling as a defense.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

Western Trunk Lines Sup. No. 5 to Cir. 1-M gives rules, regulations and exceptions to classifications, effective July 1.

C. I. & L. in Sup. 15 to 4058-A quotes rates on grain products from points in Illinois; to eastern, interior and Canadian points, effective July 10.

M. K. & T. in Sup. 12 to 5457-A quotes rates on grain, grain products and seeds between its stations in Kan.; and its stations in Mo., effective July 1.

C. I. & L. in Sup. 6 to 449-L quotes rates on grain and grain products from its stations to Virginia common points and Hagerstown, Md., effective July 10.

C. G. W. Sup. No. 24 to 15390 gives local and joint freight rates applying on commodities between Chicago, Ill., St. Louis, Mo., and Dubuque, Ia., effective July 1.

L. A. Lowrey, Agent's tariff No. 20-H is a local and joint tariff of terminal charges, rules and regulations from or to points within the Chicago district, effective July 22.

Ill. Cent. in 996-A quotes rates on barley from Minneapolis and St. Paul, Minn.; to Louisville, Ky., to be malted in transit and product shipped to Mobile, Ala., and New Orleans, La., effective July 2.

Mo. Pac. in Sup. 2 to 5627 quotes rates on grain and grain products from points in Colo., Kan., Mo., Neb. and Okla.; to Louisiana points east of the Mississippi River, and Miss., effective June 29.

C. & A. Tariff No. 2-D shows switching and other terminal charges; also rules governing absorption of switching, drayage and transfer charges, applying at stations on the C. & A. Ry., effective July 11.

C. & E. I. Sup. No. 7 to 7575 gives local, joint and proportional rates on grain and grain products; also broom corn and seeds from stations on the C. & E. I. Ry. in Ill., also Cairo, Ill., via M. & O. Ry. to stations in Ill., effective July 15.

Wabash in Sup. 25 to B-5003 quotes reshipping rates on grain and grain products from Kansas City, Mo.-Kan., Council Bluffs, Ia., Omaha, Neb., and St. Joseph, Mo.; to points in Ill., Ind., Ia., Mich., Minn., Mo. and Wis., effective July 6.

Ill. Cent. in Sup. 31 to 2299-C quotes proportional rates on grain and grain products from Council Bluffs, Ia., Omaha and South Omaha, Neb.; to its stations in Ill., Ia., Minn., S. D., Wis., and St. Louis, Mo., and Paducah, Ky., effective July 3.

Ill. Cent. in Sup. 1 to 994-E quotes rates on grain from its stations; to Birmingham, Ala.; to be reshipped, milled in transit or manufactured into mixed feed and product shipped to Gulf ports, southeast and Carolina territories, effective July 15.

C. & E. I. Ry. Sup. No. 7 to 622-C gives local, joint and proportional rates on grain and grain products; also corn cobs, broom corn and seeds from stations on the C. & E. I. Ry. and Evansville & Indianapolis Ry. to points in U. S. & Canada, effective July 29.

St. L. S. W. in Sup. 3 to 6683 quotes rates on grain, grain products and seeds between St. Louis, Mo., East St. Louis, Cairo, Thebes, Ill., Memphis, Tenn., and points taking same rates; and its stations in Ark. and Mo. and stations on connecting lines, effective July 5.

A. T. & S. F. Sup. No. 20 to 5655-U gives joint proportional freight rates on grain and grain products, hay, straw and broom corn, carloads from points in Kan., Colo. (E. of Colo. common points), N. M., and Okla.; also Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex. (when for export only), effective July 14.

Ill. Cent. in Sup. 21 to 601-C quotes rates on grain, grain products and seeds between Chicago, Ill., Milwaukee, Wis., and points taking same rates; and its stations in Ia., Minn., and S. D., also Omaha and South Omaha, Neb., effective July 1.

M. K. & T. in Sup. 3 to 4128-C quotes rates on grain, grain products and seeds from Chicago, Ill., and its stations in Kan., Mo., Okla., and connecting lines; to points in Ark. and Texarkana, Ark.-Tex.; also from Missouri River points; to Texarkana, Ark.-Tex., effective July 1.

Ill. Cent. in Sup. 6 to 954-F quotes rates on grain from Evansville, Ind., and Henderson, Ky.; to its stations and stations on the Yazoo & M. V.; also transit privileges on grain at Evansville, Ind., and Henderson, Ky., and forwarded to stations on these roads, effective July 21.

A. T. & S. F. Sup. No. 4 to 5755-A-2 gives joint proportional freight rates on grain, grain products and hay, carloads, from Kansas City, St. Joseph, Mo., Atchison, Argentine, Leavenworth, and Turner, Kan., to Galveston, Texas City and Port Bolivar, Tex. (for export to foreign countries only); also to Galveston, Port Bolivar and Texas City, Tex., when destined to Mexican Gulf ports, Central and So. America, Porto Rico, Cuba and Jamaica, effective July 14.

Crop Improvement.

AN ILLUSTRATED LECTURE on the "Cycle of Grains" was given by Bert Ball of Chicago, sec'y of the Crop Improvement Com'ite of the Council of Grain Exchanges, at the recent meeting of the Michigan millers held at Ann Arbor. Mr. Ball used 4 reels of motion pictures to demonstrate his subject.

A COMPREHENSIVE PLAN for rural community improvement has been started in Illinois and Minnesota as a result of two meetings of representative agricultural and civic activities in these states recently held; one at Urbana, Ill., June 20, 21 and 22, the other at St. Paul, Minn., June 14 and 15. According to the plan, which was suggested by the sec'y of the Crop Improvement Com'ite, it is proposed to take a systematic inventory of the various activities in the different counties or communities of the state. In the hands of some responsible person or organization in each community will be placed score cards, on which will be kept statistics of wheat, corn, oats, alfalfa, silos, roads, drainage, health, sanitation, etc., and it is hoped to establish competition between the different communities to keep the best score in these various activities.

JULY IS THE MONTH during which to begin a campaign on the Hessian fly, which annually reduces the crop yield and quality to a greater or less extent in most growing communities. Farmers should plow under all stubble directly after harvest, for if this is not done the pest will appear again in the spring. The ravages of the Hessian fly can be combated successfully, and farmers generally know this, but it is impossible for one farmer alone in a neighborhood to properly cope with the evil. But if all farmers in a community get together at the same time in a systematic campaign to eradicate this evil, the desired result can be obtained. Elevator operators and country dealers can assist by posting signs where convenient admonishing farmers to plow under their stubble to get rid of the Hessian fly, and thru the local paper stimulate interest in the matter, as it will mean greater yields, more money and better satisfaction to everybody.

THE GRAIN DEALERS JOURNAL has done me a great amount of good.—W. W. Firestone, Boughtonville, O.

Supply Trade

THE PIONEER Construction Co., Hutchinson, Kan., has discontinued business.

THE RICHARDSON Scale Co., Wichita, Kan., is sending a cartoon circular to the grain elevator trade, illustrating the money saving qualities of the Richardson Scale.

ALPHA, MINN.—We have recently patented a dusting and scalping machine for grain elevator heads, which we think is an improvement on anything hitherto offered.—Starnes & Willis.

SALEM, O.—W. H. Clark, senior member of the W. J. Clark Co., died recently in this city at the age of 96 years. He was a pioneer sheet metal manufacturer, and despite his advanced age was able to be at his desk until a few days before his death. Mr. Clark was born at Canandaigua, N. Y., Oct. 5, 1820, and is survived by two daughters and one son, the latter continuing the business.

WICHITA, KAN.—We have recently sold scales to the Ogallah Elvtr. Co., Ogallah, Kan.; Cress & Robinson Grain Co., Gage, Okla.; Farmers Elvtr. Co., Vesper, Kan.; Kansas Grain Co., Charlette, Kan.; Farmers Grain & Merc. Co., Cullison, Kan.; Ellsworth Co. Farmers Union, Jansen, Kan.; E. O. Billingslea, Frederick, Okla., and the Farmers Grain & Sup. Co., Black Wolf, Kan.—Richardson Scale Co.

WICHITA, KAN.—D. C. Dredendurg of the Richardson Scale Co. was seriously injured on June 13 while driving an automobile into this city. While attempting to turn out of the road for an approaching car his machine went over an embankment, turning over and pinning him underneath. He lay under the car for an hour before relief came. A number of his ribs were separated from the spine and his right arm was paralyzed.

MUNCIE, IND.—We have arranged with the Challenge Co. to represent us in the sale of Muncie Oil Engines at Batavia, Ill., Kansas City, Mo., Omaha, Neb., and Dallas, Tex. This company is widely known thru its activities in municipal lighting and pumping plants, and will also take care of our requirements in ordinary commercial and industrial work in the Texas district.—O. G. Deane, sec'y and mgr., Muncie Oil Engine Co.

CHICAGO, ILL.—The National Gas Engine Ass'n will hold its annual convention at this city June 27 to 29. Sessions will be held at the Hotel Sherman, and Pres. C. E. Bement reports that arrangements have been completed for the entertainment of a large gathering. The program is of intense interest to all engaged in any part of the internal combustion engine trade, papers having been prepared on every phase of the business, including carburetion and fuels.

CHICAGO, ILL.—The new building into which the Cyclone Blow Pipe Co. recently moved is designed to accommodate the greatly increased business of the company. The structure is a one and two story brick and basement building, 120x75 feet, with offices on the second floor. The manufacturing section is provided with the maximum of light thru roofs of the "saw tooth" design, and the 11 foot basement is of concrete, with a concrete incline for heavy trucks. The estimated cost of the building is $20,000.

Inspection as It Is and as It Should Be.

BY E. O. FULCOMER.

[Paper read before Kansas Grain Dealers Ass'n.]

In diagnosing this case I find it much easier to determine the weaknesses of the present system of inspection than to prescribe proper treatment for them.

We used to pay 40 to 50 cents each for weighing and inspecting cars of grain at the Kansas City market about 15 years ago.

February 16, 1916, I received account sales on car 84032 L. V., which contained corn and was weighed and inspected at Kansas City a few days before, and the following charges were assessed for weighing: Inspection and moisture tests, 65-50-1.00-25 and 15, making a total of $2.55.

April 22, 1916, I received account sales on car 11966. Re-inspection was called on this car, and the total charges for weighing and inspection were $3.15, and when the commission and interest were added it amounted to a little over 1⅓ cents per bushel. One inspection certificate showed 17 9/10%, another 18 7/10% and a third 17% moisture.

You see, if the grade does not suit the purchaser all he has to do is keep on calling for re-inspection until it does suit, and why not, as the charges are all assessed against the shipper?

On several other cars I find $2.40 for weighing, inspection, obtaining sample and moisture test.

I know of no other market where these charges are much more than half as much as at Kansas City, and the members of this Ass'n are the ones who bear the burden.

I cannot see the justice when a buyer calls for a re-inspection and the original inspection is maintained for the shipper to have to pay for the additional inspection. His burdens are heavy enough, and if this rule were changed and the party who calls for re-inspection is charged with same unless the grade was found to be lower than first inspection indicated there would be less calls for re-inspection.

Here is an instance which happened in my own experience.

I loaded a car and billed it to a milling center, and asked a dealer there to make me a bid on the wheat when the car arrived and was inspected. My test on this car was 56 lbs. strong, and I called it a No. 3 hard wheat. The Kansas official inspector graded it No. 4, 55-lb. test, and I had re-inspection called. The second inspection showed 55½-lb. test, No. 4 hard wheat, and I was not satisfied with the bid I got, so I ordered it on to Kansas City, where another Kansas official inspector graded it No. 3 hard, 56-lb. test, and it sold on a steady market for 2c per bushel net more than the bid I got for it as a No. 4 hard wheat.

The first inspector was notified that these cars which he graded No. 4, 55½ lbs., were being graded No. 3, 56 lbs., at Kansas City, and he answered by saying: "That is the least of my troubles."

I made complaint about this, and it reached the Chief Inspector, Mr. Ross, and he wrote me a letter, a part of which I will read to you. Note his acknowledgments:

"I have carefully noted what you have to say regarding the inspection at ..... and will say that this is usually the complaint from stations where the milling interests are practically the only buyers of grain.

"Whenever a decline in the market comes and millers are receiving wheat which they bought a little high we notice our complaints are more common, as they insist upon the inspector hewing close to the line, and cars of grain which we would call 'line' cars, say, between No. 3 and No. 4, are the ones that cause the trouble.

"It really is easier to get a 'line' car of wheat thru the Kansas City market as a No. 3 than it is thru the milling stations, as the samples we secure are taken on the floor of the Board of Trade and sold partly according to quality as well as to grade."

When a chief inspector knows that the amount of influence is being brought to bear on his assistant inspector, as Mr. Ross has acknowledged in the above, that right then and there is the time that he should make a change of inspectors at such a point and put an inspector there who has backbone and stamina enough to stand by his convictions and not allow the miller to grade the grain for him.

I sold another car of wheat to a mill at the same place where the car referred to above was first shipped. This car, too, in my judgment, was a No. 3, 56-lb. test, hard wheat. But when I got returns the car graded No. 4, 55½-lb. test, and there was 3 cents per bushel dockage from what there would have been had the car graded No. 3, 56-lb. test.

I registered a strenuous objection, and to pacify me the mill sent me a credit memo. for 1½ cents per bushel and acknowledged that the dockage of 3 cents per bushel was too much.

My part of Kansas raises nothing but Kansas hard wheat, and has not for many years. But 4 or 5 years ago our wheat was quite yellow in color, and we had a wet July, and our wheat, after having so many rains, was not as flinty as usual, and soft wheat was carrying considerable premium at Kansas City, and mixed wheat was selling at 3 to 4 cents per bushel more than Kansas yellow berry, and I, not being an inspector, decided that my wheat ought to grade soft, or at least mixed. So I shipped my friend Mr. "Knutson" several cars and told him that if they did not grade soft or mixed to call for re-inspection, as I felt that they should at least grade mixed.

Of course he honored my request, and the cars all graded No. 2 and No. 3 hard on first inspection, but when he informed them that there was a mistake they readily saw it and graded all but one car mixed, and the wheat sold for an average of about 3 cents per bushel premium over the same grades of hard wheat.

Re-inspection should be rare.—I think that every inspector should know his business well enough so that when he has inspected a car of grain that a call for re-inspection should seldom be necessary, and that when re-inspection was called that it should be a very rare case that the grade be changed.

If I sell wheat to a mill at a point where there is an inspector of course I sell it on official inspection. If the inspector does not know exactly how each car should be graded and have the nerve to stand by his convictions the miller will soon impress upon his mind that he knows much more how the grain should grade than the inspector, and frequently perhaps this would be true.

And when the miller registered his objection to the grades the weak-kneed inspector will think perhaps he was wrong and favor the miller by giving him the benefit of his doubt, and when a "line" car arrives he will think that rather than have the miller criticize him he will grade the car No. 4, as the party who shipped the car is perhaps hundreds of miles away and will never be heard from. But that shipper who is far away is losing from $20 to $50 every time the inspector grades a car of wheat No. 4, 55 or 55½-pound test, when it should grade No. 3, 56 lbs.

How is the inspector going to know just how to grade the grain? Perhaps you will say by studying his book of rules or instructions.

You might as well say that a man could learn to ride a bicycle by studying a book of rules or by watching another party ride it. No, indeed. He must have practice and lots of it. And if he is going to be selected from the common herd of politicians without having had years of experience and knowledge in handling grain he will never be a real grain inspector. And I am now thoroly convinced that until grain inspection and the election of inspectors are entirely removed from politics that the shipper of grain will get no relief from present conditions.

It seems to me that the inspection of grain and the adoption of uniform grades should be given over to the agricultural department and become a part of our Federal Government.

There an examining board should be established and all applicants for inspectors of grain should be required to pass a rigid examination in all that pertains to the grading and sampling of grain, and one of the main requirements should be that the applicant should be able to show that he has had several years' experience in handling grain or working with or as an inspector.

These examinations should be managed similar to the examinations of mail clerks.

An applicant for mail clerk does not get an appointment until he is qualified to fill such a position. And is it not much more important that an applicant for grain inspector should be thoroughly qualified than an applicant for a clerk to handle our mail.

If the Federal Government takes over inspection of grain each man who receives an appointment as inspector will be placed on a civil service list and will be under no obligations whatever to any politician or political party and dual inspection at Kansas City will be eliminated and this alone will be a saving of about 75 cents per car to the grain shipper and grain producers of Kansas.

I believe, too, that the old system of yard inspection as still practiced in some markets is entirely wrong.

Several probe tests should be taken from different parts of each car and mixed together in order to obtain a fair average sample of the grain in the car. These samples should be taken to a well lighted room and there the grade of each sample should be determined by an inspector who has proven by years of service and by passing a rigid examination that he is qualified to pass judgment as an inspector, and who is under no obligation to any miller or mill operator and who does not owe his appointment to any politician.

Damp Harvests

Late Corn

are saved and improved by use of the

HESS Grain Driers

AND

HESS Outdoor Conditioners

They save money and *make* money for their owners

Ask for full description

Hess Warming & Ventilating Co.

907 Tacoma Building
CHICAGO

Brown-Duvel Moisture Testers also

THE LATEST DECLINE in the ocean rate on grain brings it down to 17½d to leading British ports.

THE POMERENE BILL, providing for a uniform B/L law was reported favorably out of the House Com'ite on June 21.

Supreme Court Decisions

Telegraf Error.—Where a telegraf message is sent from Vermont to Topeka and the receiver pays the charges, his right to recover damages for delay in the delivery of the message is governed by the laws of this state, except as modified by acts of Congress.—Bailey v. W. U. Tel. Co. Supreme Court of Kansas. 156 Pac. 716.

Duty to Place Car for Unloading.—A contract for transportation of a carload obliges the carrier, if required, to place the car on a private siding for unloading. The carrier cannot insist on payment of a demurrage charge, before completing delivery by placing the car, as required, on a private siding.—Lee v. Erie R. Co. Supreme Court of New York. 158 N. Y. Supp. 730.

Seed Warranty.—In an action for their price, evidence by defendant that seeds received in January would not grow when planted in good soil about April, with evidence that they were not properly kept after receipt, and that plaintiff had properly tested them before sending, held not sufficient to support a verdict for counterclaim for breach of warranty of the seeds as capable of germinating.—Meehan v. Ingalls. Supreme Court of Washington. 157 Pac. 217.

Liability of Carrier for Deterioration of Corn.—There is an inference that any injury to goods occurred while they were in the possession of the last carrier; therefore proof that a shipment of corn was dry and sound when delivered to the initial carrier, and was wet and damaged when it arrived at its destination, casts on the connecting carrier the burden of showing its freedom from negligence.—St. Louis, I. M. & S. R. Co. v. Davis. Supreme Court of Arkansas. 185 S. W. 478.

Expert Evidence on Quality of Beans.—In an action by the assignors of the sellers of beans, in Germany, against the buyers, in New York, expert testimony, offered by the buyers in support of their counterclaim, that the defects in the beans on arrival in New York were caused in their cultivation, production, and handling, and existed at the time of shipment from Germany, was admissible.—Martin v. Sclafani. Supreme Court of New York. 159 N. Y. Supp. 41.

Measure of Damages for Deterioration in Transit.—In a suit for damages to 1,000 bus. of shipped corn, it is error to allow recovery of damages, altho actually suffered, of 18½ cents on every bushel, where plaintiff admitted that after the shipment his customer accepted and paid for 367½ bus. at the full price agreed, altho the customer claimed damages, but plaintiff does not state the amount or whether it was paid.—Houston & T. C. R. Co. v. Lewis. Court of Civil Appeals of Texas. 185 S. W. 593.

Suit Against Carrier Within Six Years.—Code 1906, § 3097, declares that all actions for which no other period of limitation is prescribed shall be commenced within six years after accrual. Section 3099 declares that actions on an open account, or stated account not acknowledged in writing, signed by the debtor, and on any unwritten contract, express or implied, shall be commenced within three years after accrual. A railroad company transported a car of cotton seed under a B/L providing for delivery to plaintiff, and some of the seed was lost in transit. Held that, though the B/L did not specify the amount of seed to be transported, an action for the loss is one on a written contract, instead of on an "open account" or unwritten contract, and so is governed by the six-year statute.—Ill. Cent. R. Co. v. Jackson Oil & Refining Co. Supreme Court of Mississippi. 71 South 568.

Dealing in Futures Gambling.—Under Revisal 1905, § 1689, as amended by Pub. Laws 1909, c. 853, rendering void any contract for dealing in futures, and providing that no action shall be maintained to enforce any such contract, and that the courts of the state shall have no jurisdiction of any suit or action upon a judgment based upon any such contract, a superior court's judgment by default, on notes for liability growing out of dealings between the parties in futures in cotton should have been set aside as void.—Randolph v. Heath. Supreme Court of North Carolina. 88 S. E. 731.

Demurrage Charges.—Where a demurrage rule, named in the tariff filed by an interstate railroad with the Interstate Commerce Commission and published according to law, has been passed upon and approved by the commission, acting within the scope of its authority, the decision of that tribunal is binding upon the state courts, and the question of the validity of the rule is not open for consideration in an action brought by the railroad company to recover the charges assessed under the rule as to cars engaged in interstate commerce.—Swift & Co. v. Hocking Valley Ry. Co. Supreme Court of Ohio. 112 N. E. 212.

Conversion by Warehouseman.—Where a warehouse receipt was silent as to the place of storage, but there was uncontradicted testimony for plaintiff that it was orally agreed that the goods should be stored in a particular warehouse, it was a conversion for the warehouseman to have them removed to a warehouse belonging to another, and, if they were there burned, the original warehouseman is liable to the owner, regardless of the second warehouseman's negligence, and it was error for the trial court to instruct a verdict for the first warehouseman because of plaintiff's failure to establish negligence.—Thornton v. Daniel. Court of Civil Appeals of Texas. 185 S. W. 585.

Limitation of Carrier's Liability.—By the common law a carrier may, by a fair and reasonable agreement, limit the amount recoverable by the shipper for loss or damage to an agreed value made for the purpose of obtaining the lower of two or more rates proportioned to the risk, which right is not affected by the interstate commerce acts (Act Feb. 4, 1887, c. 104, 24 Stat. 379; Act. June 29, 1906, c. 3591, 34 Stat. 584). At common law the burden was on the carrier to show that its contract, limiting the amount recoverable by shippers, was fair and reasonable, but the rates, schedules and regulations filed pursuant to the requirements of the federal statutes, so long as they remain in force, are conclusively presumed to be fair and reasonable, binding on shipper and carrier alike, and proof of such fact is not required; nor does gross disproportion between the actual value and the stipulated value affect the rule.—Piper v. Boston & Maine R. Co. Supreme Court of Vermont. 97 Atl. 508.

Demurrage.—A Federal question which will sustain a writ of error from the Federal Supreme Court to a state court was involved in a decision of the latter court that a so-called embargo by which a railway company, at the request of a paper company owning and operating a private side track, refused to furnish cars to shippers for interstate consignments to such paper company which the latter, under contracts with the shippers, was under an obligation to receive, and did in fact receive, violates the provision of the Hepburn act of June 29, 1906 (34 Stat. at L. 584, chap. 3591, Comp. Stat. 1913, § 8563), requiring railway companies to provide and furnish transportation to shippers upon reasonable request therefor, and that such embargo could be removed by the railway company without notice to the paper company, altho such action produced a congestion of cars beyond the ability of the paper company to handle on its side track in the usual way, and thus rendered the paper company liable to demurrage charges.—Menasha Paper Co. v. C. & N. W. Ry. Co. Supreme Court of the United States. 36 Sup. Ct. Rep. 501.

Warehouseman's Liability to Lender.—A lender receiving, as security for his loan, cotton warehouse receipts, not knowing of a prior mortgage on the cotton, cannot on non-payment of the loan hold the warehouseman liable for the amount thereof altho the warehouseman is a public warehouseman and the receipts are not indorsed "nonnegotiable" or "not a public warehouse receipt," where the warehouseman is not operating under Vernon's Sayles' Ann. Civ. St. 1914, arts. 7819-7827, the public warehouse act, and the receipts show that they are not in the form prescribed by that act.—Security Nat. Bank v. Farmers Educational & Co-op. Warehouse Co. Court of Civil Appeals of Texas. 185 S. W. 649.

Telegram to Carrier Files Claim within Four Months' Limit.—A claim for the value of a shipment of flour misdelivered by the carrier is sufficiently made to satisfy the requirement of the B/L that claims based on failure to make delivery shall be made in writing within four months after the time for delivery has elapsed, where the shipper, after making an investigation in response to a telegram from the carrier's traffic manager, telegraphed the latter five days after the arrival of the flour at destination, "We will make claim against railroad for entire contents of car at invoice price. Must refuse shipment as we cannot handle." G., F. & A. Ry. Co. v. Elish Milling Co. Supreme Court of the United States. 36 Sup. Ct. Rep. 541.

Destination Weight Governs When Specified.—In a suit by the buyer of cotton seed meal, under a contract stipulating, "Weight and quality guaranteed at destination," under which he directed the seller to ship 30 tons by B/L to the buyer at a named point, to be held at another point, "Weight subject to correction," the buyer had the right to show weight of the shipment at the point of destination. There was no error in permitting the agent of the carrier to testify as to the weight of the car from a record, not made by himself, but by the one whose duty was to weigh the cars and record the weights thereof in a record book, and to deliver it to the agent as a basis for freight charges.—Clinton v. Nothern. Supreme Court of Arkansas. 185 S. W. 457.

Liability of Carrier Before Tender of Car—Where the owners of a cotton gin, located on a railroad spur, in accordance with custom notified the conductor of a local freight train that they desired a car to load with cotton, which he left on the spur, and the gin owners loaded such car, closing all the doors, the car being destroyed by fire before it could be picked up by the next freight train going in the proper direction, the railroad was not liable for the loss, as there was no delivery to it of the cotton, and could have been none, until the conductor was notified that the car was loaded and ready for immediate shipment, and he had accepted it, either verbally, or by issuing a conductor's receipt, according to custom.—Matthews v. St. L. I. M. & S. R. Co. Supreme Court of Arkansas. 185 S. W. 461.

Pledge of Grain in Leased Warehouse.—A merchant leased his warehouse to a warehouse company, and agreed in writing to deliver to it all his grain on the leased premises, and other grain that might come thereon, so as to keep thereon at all times the amount of grain called for by warehouse receipts therefor to be issued by the warehousing company. An employe of lessor was made custodian of the grain so pledged, which was not separated or marked, and the agreement with the company was not disclosed in any way, except that the corners of the plot on which the warehouse stood were marked by stakes upon which were the initials of the warehousing company, and the lease, though not required by law to be recorded, was recorded in the county clerk's office. Held not such sufficient taking possession of the grain attempted to be pledged as to make it a valid pledge as against general creditors.—Macdonald, Ins. Commissioner, v. Aetna Indemnity Co. Supreme Court of Errors of Connecticut. 97 Atl. 2 332.

Deterioration in Transit.

The Arbitration Com'ite of the Grain Dealers National Ass'n gave a minority opinion by D. I. Van Ness and a majority opinion by Elmer Hutchinson and E. C. Eikenberry in the case of Security Flour Mills Co., Abilene, Kan., v. L. H. Pettit Grain Co., Hutchinson, Kan., and Ferguson-Shircliff Grain Co.

The car of wheat was sold by L. H. Pettit Grain Co. as No. 3, Hutchinson official grades. On arrival at Abilene the Security Flour Mills found the wheat heating and called the official Kansas inspector, who graded it sample, reporting two feet of grain on top dry testing 59, remainder of car hot, tough, musty 57 lb. The car was 5 days in transit.

MAJORITY OPINION.

Plaintiffs maintain that the inspection at Abilene is but a reinspection, citing in support Rule 3342 of the Kansas State Grain Inspection Department, part of which to apply reads as follows:

"A re-inspection may be had if called for within 48 hours after the previous inspection at the same station, or if desired at different stations within 48 hours after the arrival of the car at such station."

Defendants deny that plaintiffs had wheat bought on Kansas inspection, but rather on Hutchinson official inspection. To refute claim of plaintiffs to right of reinspection defendants refer to Rule 7 of Division II of Rules of Kansas State Grain Inspection Department, Edition July 1, 1915, which reads as follows: "All orders for re-inspection must be within the office within the first 48 hours following the original inspection and in no case will grain be re-inspected after a lapse of three days from the date of the original inspection."

While the Com'ite on Arbitration do not desire to attempt an interpretation of the rules governing the grading of grain by the Kansas State Department, yet we would hold plaintiffs' contention, that the inspection at Abilene is a re-inspection in the accepted meaning of the term, to be not permissible.

The place of inspection is an essential term in every transaction involving traffic in grain by grade. Re-inspection should only be used to apply to a second inspection by the same inspection department or agency. There is a risk of loss of condition to be assumed on all grain during transit. Every contract should definitely specify which contractual party shall assume this hazard, which cannot be obviated by any arrangement of inspection or re-inspections. While the inspection at the Kansas points is conducted by and under the rules of the Kansas State Inspection Department, yet the designation in this case of Hutchinson official inspection would manifestly throw the hazard of loss of condition while in transit on the buyer and serve to relieve the seller from the same hazard. One inspection or the other must govern and be final. Plaintiffs nowhere state at which point inspections to be considered to govern and their confirmation of purchase fails to designate point of inspection. On the other hand defendants specify Hutchinson inspection in their confirmation of sale, which was accepted by plaintiffs without objection.

Definite statement by defendants in the terms of sale designating Hutchinson as point of inspection and acceptance by plaintiffs of these terms as implied by their failure to object to same, serve to fix the terms of the contract in this transaction.

By accepting Hutchinson inspection without specific assumption on the part of the defendants of the risk of deterioration while in transit, the plaintiffs assume such risk.

As the inspection is conclusive as to the grading at Hutchinson, plaintiffs received grade of wheat for which their contract called and their right to discount the grain on account of deterioration in transit is denied and they are further ordered to pay the costs of this arbitration.

MINORITY OPINION.

As evidence of the quality of the wheat shipped the L. H. Pettit Grain Co. tendered an inspection certificate dated Hutchinson, Kans., Aug. 9, 1915, which date is one day prior to date of contract. The minority contends that a seller cannot place upon a buyer an additional day's risk in which the grain may deteriorate.

In contracts made for shipment it is the universal custom to furnish a certificate of inspection made at or after time of contract. In this case the inspection certificate given by the seller is dated prior to the day contract was made, and being so dated, does not certify that the wheat when shipped was No. 2 hard.

When the car in question arrived at destination was found to be out of condition. The buyer then called the seller by 'phone and not obtaining a satisfactory reply as to what disposition to make of the wheat had it inspected by the State of Kansas and the inspection was made "Sample Grade."

As this is the only inspection made after the contract was made, it is the only one that can be taken to certify the grade of the wheat.

It is not the fault of the buyer that inspection was not made at Hutchinson on a date that would fit the contract, but a neglect of the seller and buyer cannot be held for the seller's neglect. It will also be noted that the contract provided for 1c scale for No. 3 hard, so it cannot be held that this wheat was sold as No. 2 hard, spot Hutchinson at time of telephone conversation, for in that case there would have been no 1c scale provision in case the wheat graded No. 3 hard.

The data furnished shows that the discount at which the buyer applied the wheat on contracts was a fair discount to apply sample grade heating wheat on a No. 2 hard contract on the date wheat was discovered to be out of condition.

It is the opinion of the minority that the claim of the plaintiff should be allowed and that the L. H. Pettit Grain Co. should pay the cost of arbitration.

The Vincent Grain Co.

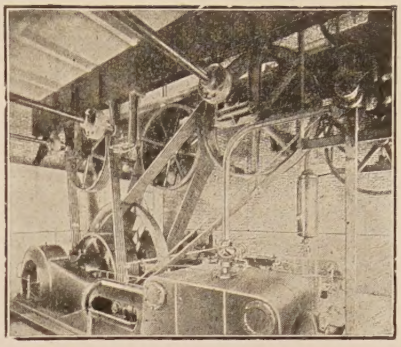
The Vincent Grain Co., recently organized and admitted to membership in the Omaha Grain Exchange, is an outgrowth of the former Beal-Vincent Grain Co., of Omaha. C. Vincent, president of the new company, entered the business 12 years ago, and for the last seven years was a member of the Beal-Vincent Grain Co., catering especially to farmers' elevators.

Mr. Vincent retains the management of seven elevators in the state of Nebraska, the headquarters for which are in his Omaha office. Until 1904 he edited a farm journal devoted to farm life. In this position he became so familiar with the problems confronting his subscribers that he was selected to define for the farmers congress the meaning of "Co-operation in the Grain Trade." He made a careful study of the business, after which it was but the logical step that he should engage in the grain business himself.

E. M. McCray, former grain solicitor for the Beal-Vincent Grain Co., and Frank Sorensen, head bookkeeper for the same company, are associated with Mr. Vincent in the new company. Mr. McCray's experience began on an Iowa farm, after which he operated an elevator for two years. Mr. Sorensen was reared on a Nebraska farm, studied business methods in a local college, and for six years held a position with the Beal-Vincent Co.

This combination of age and experience, with youth and enthusiasm, assures the new company of a successful career. A fotograf of the members of the new company is reproduced herewith.

THE HILL CLUTCH CO.



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HIGHEST EFFICIENCY

We specialize in manufacturing a highly efficient and dependable line of Power Transmission Machinery for the economical transmission of power.

We will appreciate your inquiry.

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THE HILL CLUTCH CO.

Cleveland, Ohio

THE GRAIN DEALERS JOURNAL is a great help to us.—J. L. Polson & Son, Cairo, Mo.

I WOULD NOT want to miss the valuable suggestions in the Journal.—J. R. Thomas, Thomas-Brink Grain Co., Carnegie, Okla.

Frank Sorensen, C. Vincent and E. M. McCray, Omaha, Neb.

Patents Granted

1,186,753. Seal. (See cut.) John M. Daly, Chicago, Ill. A seal disk composed of a frangible substance has a longitudinal passageway thru it, the disk being grooved along one side of the passageway to permit the insertion of a locking device which is secured in a lock receiving recess.

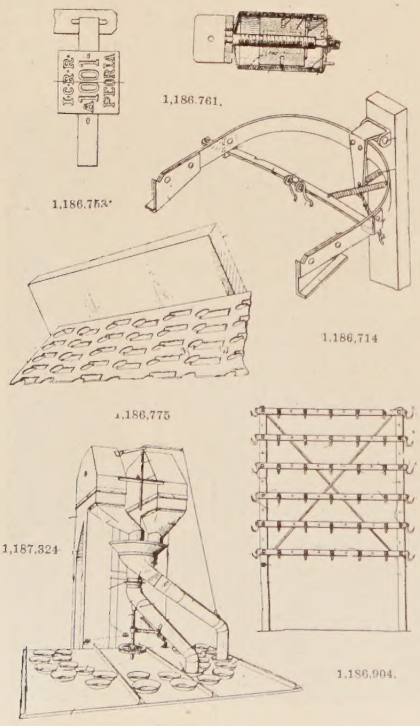
1,187,324. Distributing Spouts. (See cut.) Thomas E. Ibberson, Minneapolis, Minn. A pair of distributing spouts leading from feeding hoppers on respective elevator legs are arranged to swing over the distributing floor in concentric circles of different radii. On these circles are cut in the floor a series of bin openings to receive the distributing spouts.

1,186,775. Grain Separating Screen. (See cut.) Patrick B. Hefferman, Sibbald, Alberta, Can. A screen has a plurality of orifices therethru set in a staggered manner. At the front of the orifices are pockets, each pocket having one-half of its width in its co-operating orifice and the other half on one side of the orifice, and inclined downwardly toward the orifices.

1,186,904. Seed Corn Drying Stand. (See cut.) James M. Hogan, Lexington, Ill. A stand, comprising a rectangular frame including corner posts, has horizontal strips with hooks for carrying the corn secured to the posts by a bolt passing thru each end of each strip and the posts. A pair of links each extending from the upper end of one post to the lower end of the diagonally opposite post reinforce the frame.

1,186,714. Bag-Holder. (See cut.) Frederick C. Vonderahe, Portland, Ore. A semicircular strip of metal, which is spring pressed outwardly, is fastened to a support at the middle in a horizontal position. At each of the ends are gripping jaws which receive the bag. A spacing bar between the arms is provided with ratchet teeth that engage in a keeper on one of the arms to lock the arms in various positions of adjustment.

1,186,761. Balance Ball for Scales. George W. Farr, St. Johnsbury, Vt. A balance ball, which is contained in a shell formed of telescoping sections, is adjustably mounted on a scale beam. Each of the sections of the shell has a registering opening therein, whereby to gain entrance to the shell for adjustment of the balance ball. Means is provided also for locking the sections of the shell so that the openings are out of registration.



Insurance Notes.

THE OLDEST form of insurance in this country is said to have been mutual insurance. The first American insurance company was a mutual company organized by Benjamin Franklin in Philadelphia, prior to the Revolutionary war.

THE PROVISIONS of the workmen's compensation act of Kentucky have been accepted by the Paris Milling Co. of Paris, Ky., which is the first concern to notify the Compensation Board of its acceptance of this act. The act was declared constitutional in a decision rendered June 6 by Judge Carroll of the Kentucky Court of Appeals.

A Mexican Wheat Deal.

Garza Bros. raised and owned in the Republic of Mexico in June, 1915, a quantity of wheat, of which they agreed to pay one-third to General Hernandez for police protection; but in addition to the one-third for Hernandez the remaining two-thirds was taken by Jesus Santos Mendiola and shipped to a flour mill, and ground, and the flour taken by Mendiola.

Mendiola promised to pay for the wheat, but never did so.

Garza Bros. brot suit in the County Court of Maverick County, Texas. Just how they managed to get Mendiola into court in Texas is not stated; but the Court of Civil Appeals of Texas at San Antonio recently held that "In an action to recover on a promise to pay for wheat raised in the Republic of Mexico and taken from plaintiffs, where defendant appeared in court, the Texas courts had jurisdiction," and gave judgment for $337.33, the value of 13,347 kilos.

As Mexican paper is greatly depreciated the defendant probably will have to produce a small bale of bills to satisfy the judgment.

THE JOURNAL is worth $5.—G. S. Livemore, Fairmont, Minn.

Books Received

WHEAT EXPERIMENTS by C. G. Williams, chief of the department of agronomy of the Ohio Agricultural Exp. Sta., gives much information of value to growers, devoting a page to denouncing such fake varieties as Marvelous and Miracle wheat. By using lime the station increased the annual value of the crop $16.47 per acre. Varieties of wheat tested for the past 8 years show the following 10 to be highest in yield: Portage, Dawson's Golden Chaff, Gold Coin, Gladden, Trumbull, Early Red Clawson, Harvest King, Red Wave, Hickman and Poole. Using heavy kernels when seeding increased the yield 48 per cent over the light weight seed. Bulletin 298, Ohio Exp. Sta., Wooster, O.

Lightning Can't Strike if Shinn Gets There First
Illustrated Book on Lightning Free. Explains kind of rods that protect.
W. C. SHINN, 147 N. 16th St. Lincoln, Neb.

The New Fire Insurance Rate Schedule.

[By Geo. E. Traut, Illinois Inspector Grain Dealers Fire Ins. Co. Continued from May 10 Journal.]

Where cleaning or shelling is done a dust house and a cob house should be built. Where the dust cobs and silks are all spouted into the same bin or house the chance for spontaneous combustion is greatly increased, especially so if the waste material is damp or wet. When cobs and dust are spouted together the elevator man experiences much difficulty in getting the cobs hauled away.

In the ear corn section of the country where the cob problem is serious some elevator men are building cob burners. The objections to cob burners are: 1st. They are of necessity built near the elevator, the fire frequently backing up the spout and getting into the cupola.

2nd. The cost of building a cob burner sufficiently strong to withstand the heat of the burning cobs for a number of years is too much for the ordinary elevator owner. Insurance men have been giving this question considerable attention but, to date, have not been able to find a burner that is absolutely safe and that can be built at a cost not out of proportion with other elevator machinery.

When steam power is used in sections where corn is shelled in the elevator, the burning of cobs solves the cob problem and also reduces the cost of fuel. Steam power has always been considered the most hazardous power used in elevators due to the fact there is always a live fire when plant is being operated. With the quick burning cobs and husks being shoveled into poorly constructed power houses some very serious hazards may be unconsciously introduced into a plant. To reduce them to a minimum the companies have designed a standard cob house.

A STANDARD COB HOUSE shall not have boiler setting as a party wall and if frame power house, boiler settings not to be within thirty inches of cob house wall. To have cement floor and walls above moisture line. Iron spout from elevator to dust or cob house and cob house must be open on the top for three feet at cob house end. Steam jets are recommended for cob rooms. No direct opening into boiler room, but to have interior partition for space sixteen (16) square feet, six (6) feet high, with slanting top and arranged to prevent overflow into boiler room. In a frame power house ample space should be allowed between boiler setting and frame wall to give plenty of air circulation and to permit elevator man cleaning out.

The requirement concerning concrete floor and wall above moisture line is to eliminate possibility of wet dust, cobs and silks causing spontaneous combustion. Steam jets can be run into cob room at a very slight expense and should fire originate in the cobs the steam could be turned on and the fire quickly extinguished in its incipiency.

Metal spouts are preferred to wooden spouts because of the combustibility of the later. The opening at cob house end is desired to provide a relief and to allow cobs to overflow instead of back up in spout and cause a choke. In case of fire in cob house the opening in spout would tend to retard the progress of the flames up the spout. The opening in the spout could be arranged so that very little rain and snow would get into the cob house. A metal canopy could be built two feet over spout. To prevent water running

down the spout into the dust house a metal band could be attached to the spout directly above the opening and so arranged as to turn the water away.

Direct openings between cob house and boiler room create a decided hazard. The cobs are always rolling down in front of the furnace door. A careless fireman is apt to allow a burning shuck or cob fall into the cobs and a fire is started. But whether a fire is started or not, the very presence of cobs scattered over the boiler room floor, and running back to the cob house, is evidence that the man on the job is ignorant or guilty of gross carelessness. An interior partition can easily be built. All that is needed to fix a standard opening is to place two posts four feet apart and four feet back of the cob house door. Nail cleats on the posts and cut some slats to fit. Make a slanting roof—slanting it towards the center of the cob room. As the cob house is emptied the slats holding back the cobs can easily be removed, thus giving the firemen very little cause to kick. At best he takes only three or four extra steps when his cob room is so constructed. Not nearly as much energy is consumed in getting the cobs as is consumed in cleaning up the room when cobs are permitted to roll all over the boiler room floor.

ONE BARREL OF SALT WATER or calcium chloride solution must be kept on each floor, in cupola and one or more on first floor and basement, with two fire pails at each barrel.

Over one-half of the country elevators are located in towns or villages having no fire protection other than the bucket brigade and possibly a chemical engine, consequently it behooves the elevator owner to install his own fire fighting apparatus.

The wooden elevator, with its well hole, fast revolving machinery, oil-soaked bearings and dust, looks as though it were built to burn. Realizing the fact that all fires are the same size at the start what better fire fighting apparatus could be installed than the water barrels and buckets. The calcium chloride solution is winning favor with all concerned. Placed in a metal barrel with a tight-fitting cover it will last for at least three years, neither evaporating, becoming stagnant or foul, nor losing its strength. Many may not appreciate the fact that from 10 to 12% of all fires originating in elevators have been extinguished with barrels and buckets of water. With such figures before him, how can any elevator man fail to pay attention and know that his elevator is at all times protected by the ever-ready barrels of brine or calcium chloride.

In conclusion, the general rules and requirements for the construction of a standard elevator have been made with the sole idea of showing elevator men how to eliminate fire hazards. Deficiency charges for various kinds and locations of power plant and machinery cannot properly be treated in an article of this nature.

Any one desiring such information will be favored with a call from an inspector from any of the elevator and mill mutual insurance companies.

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We can offer you some suggestions that will reduce the insurance cost. Write us for rates on the different kinds of construction.

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E. H. Moreland, Secretary

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chargeable principally to railroad hazard, machinery hazard, poor construction and carelessness, is the record of losses for 1915, paid by the Flour Mill and Grain Elevator Mutual Insurance Companies.

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Records of these losses and advice on Fire Prevention gladly furnished by

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Texas Millers Mutual Fire Insurance Co., Ft. Worth, Texas.
Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.

PREPAREDNESS

Franklin H. Wentworth, Secretary of the National Fire Protection Association said in a recent address that in case of war any of our American cities could be destroyed if half a dozen fires were started simultaneously. Patriotism should express itself, not so much in flag waving, as in a realization of our defects and an effort to correct them. The "Grain Dealers" has been preaching PREPAREDNESS for fourteen years. Do you belong to its army? If not, enlist now, and get a real Fire Prevention training.

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Secretary
Indianapolis, Ind.

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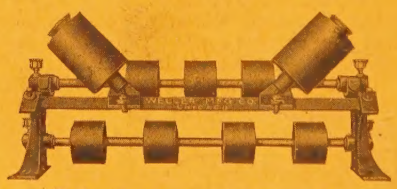

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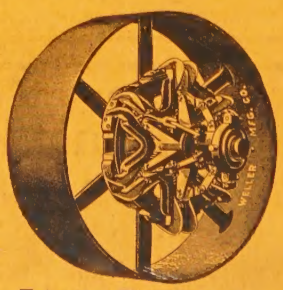

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